The Hongkong Telegraph.

(ESTABLISHED 1881.)

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September 10th, 1911, Temperature 10 a.m. 83, 4 p.m., 81; Humidity...80, 82.

September 8th, 1910, Temperature 10 a.m. 82, 4 p.m. 81; Humidity...58, 62.

No. 8572 第九千五百七十三號 MONDAY, SEPTEMBER 11 1911. 一千九百十一年九月十一號 香港英文日報

$36 PER ANNUM. SINGLE COPY 10 CENTS.

REUTER'S TELEGRAMS.

TENNIS.

THE DAVIS CUP.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 10, 9.55 a.m.

A message from New York states that in the preliminary round for the Davis Cup, Larned (America) beat Dixon (England), 6—3, 2—6, 6—3, 3—6, 7—5. Maughlin (America) beat Lowe (England), 7—5, 6—1, 4—6, 4—6, 6—3.

OBITUARY.

MRS. RAMSAY MACDONALD.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 8.20 a.m.

Mrs. Ramsay-Macdonald, wife of Mr. J. Ramsay Macdonald, Labour M.P. for Leicester, is dead.

OFFICIAL APPOINTMENTS.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 12.40 p.m.

Sir Henry Lionel Gallwey, Governor of St. Helena, has been appointed Governor of Gambia.

Via DURBAN, Sept. 9, 3.45 a.m.

Mr. Henry Wallis, of Nyassaland, has been appointed Chief Secretary of Uganda.

THEIR MAJESTIES.

BALL AT BALMORAL.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 10, 12.10 a.m.

Their Majesties the King and Queen gave a most succesful ball to the tenantry at Balmoral. There was a distinguished house party, including Lord Kitchener and Lieut.-General Sir Francis R. Wingate.

After the banquet, the Queen joined the happy assembly, and was welcomed with loyal enthusiasm.

EPIDEMIC IN SPAIN.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 10, 12.10 a.m.

An epidemic of choleraic gastro-enteritis is raging in North-Eastern Spain, particularly in Barcelona. Many people are fleeing to France to escape infection.

REUTER'S TELEGRAMS.

CANADA AND AMERICA.

THE RECIPROCITY AGREEMENT.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 10.15 a.m.

In a speech at Ottawa, Sir Wilfred Laurier said he was confident that reciprocity would be in operation three months after September 21. In alluding to the objection that the United States would politically absorb Canada, he declared that if it was true that President Taft had said Canada was at the parting of the ways, he did not know what he was saying. He said they were prepared to talk business with President Taft, but not politics.

WEXFORD RIOTS.

POLICE AND MOB.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 10.15 a.m.

The police reinforcements, who were sent to Wexford on Friday to keep order among the engineers on strike met with a warm reception on their arrival. They were pelted with stones and bottles. They charged the mob and numerous injured have been reported. Six of the strikers were taken to the hospital.

AVIATION.

A SPLENDID FLIGHT.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 10, 12.10 a.m.

Hellen, the aviator, has flown a distance of 778 miles in the space of 14 hours 7 minutes. This represents an average speed of over 50 miles an hour.

AERIAL POSTS.

Via BOMBAY, Sept. 9, 12.40 p.m.

Under agreement with the Post Office, an experimental aeroplane post between London and Windsor, was inaugurated on Saturday for a limited period, with a view to demonstrating the usefulness of aeroplanes in times of emergency. A already been received for conveyance, including *messages from* their Majesties.

Via BOMBAY, Sept. 10, 7.5 a.m.

The aerial inauguration on Saturday was marred by a strong wind. Of four pilots, only one went from Hendon to Windsor and back.

ANOTHER FATALITY.

Bombay, Sept. 11, 7.30 a.m.

An aviator while flying in the dusk at Esslingen, collided with a post and was killed.

REUTER'S TELEGRAMS.

ESPIONAGE IN RUSSIA.

STAFF OFFICER CONVICTED.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 1.55 p.m.

A message from St. Petersburg states that Captain Postnikoff of the General Staff was sentenced at court martial to eight years' penal servitude, for selling secret documents to three foreign powers.

THE KILMARNOCK ELECTION.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 12.40 p.m.

Sir J. D. Rees has been unanimously adopted as Unionist candidate for Kilmarnock, in opposition to Mr. W. E. Gladstone.

Via BOMBAY, Sept. 10, 7.5 a.m.

Mr. McKerrall has been adopted Labour candidate for Kilmarnock.

THE LOUVRE ROBBERY.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 1.55 p.m.

The search for the "Joconde" continues. The latest theory is that the famous art treasure was stolen by an international gang, who are also suspected of removing other objects of a minor importance from the Louvre.

BLACK AND WHITE.

LORD ENNISKILLEN'S SON DEPORTED.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 10, 8.20 p.m.

By the direction of the Imperial authorities, the Governor of East Africa has ordered the deportation of Mr. Galbraith Cole, Lord Enniskillen's son, who was concerned in the shooting of a native. The "Observer" says it is expected that the responsible elements in East Africa will approve of the Imperial action, though it might have been better to withdraw trial by jury in East Africa in cases between whites and blacks. The journal quotes the acquittal of Bor Vel, who was charged with rape on a native girl in Natal, the acquittal of Lewis in Rhodesia, which was reported in the newspapers on the 16th of August, and further instances of the absolute breakdown of the jury system in Africa. Though there will be a good deal of personal sympathy with Cole, says the "Observer," on the grounds of Imperial policy, deportation will be accepted as a regrettable necessity.

REUTER'S TELEGRAMS.

FRANCE AND GERMANY.

FINANCIAL STRESS.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 3.50 p.m.

It is stated officially in Berlin that a Franco-German agreement for the settlement of the Moroccan question exists in principle, and only details remain to be disposed of. Nevertheless, these "details" will require considerable discussion.

War rumours continue to excite the poorer classes in Germany, and one result has been a run on the different savings banks, notably the Koenigsberg. There has been one failure.

THE COUNTER PROPOSALS.

Via BOMBAY, Sept. 10, 7.5 a.m.

German business interests are becoming increasingly restive, and the Bourse is much affected owing to the prolonged suspense, which the "Berliner Tageblatt" and the "Boersen Courier" declare to be intolerable, and are appealing to both Governments to confide more freely in the public.

Advice from Berlin states that the German counter proposals in connection with the Moroccan situation have been drawn up and will reach Paris on Sunday or Monday.

FURTHER DELAYS.

Bombay, Sept. 11, 7.30 a.m.

Telegrams from Paris report that it is semi-officially stated that the German counter proposals raise questions of principle that require serious and minute examination.

THE WAR SCARE.

The war scare in Germany has caused heavy falls on the Berlin Bourse. The officially inspired "Lokalanzeiger" rebukes the German business circles and protests against their folly in crediting wild reports. The paper urges the Bourse to keep its head in its own and the whole country's interests. Both Governments it adds, are determined to reach a permanent agreement.

OFFICIAL REASSURANCES.

In the meantime nervousness is increasing and the local authorities are issuing warnings counselling calm and declaring the scare to be the work of a "frivolous Press."

COLLAPSE OF A THEATRE.

ELEVEN KILLED AT NICE.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 5.35 p.m.

In connection with the theatre collapse at Nice, eleven persons were killed and sixteen seriously injured.

BILL LANG BEATEN.

AUSTRALIAN HEAVY-WEIGHT CHAMPIONSHIP.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 7.45 p.m.

A message from Sydney states that fourteen thousand spectators saw Jack Lester beat Bill Lang on points, in a twenty rounds contest for the resident heavyweight championship of Australia.

TALL TALK.

OFFER BY BURGESS.

[SERVICE TO THE "TELEGRAPH."]

Via DURBAN, Sept. 9, 7.45 p.m.

It is announced that Burgess is willing to stake £10 against £10,000 that he can swim from England to France and back in fifty hours.

REUTER'S TELEGRAMS.

FIGHTING IN MOROCCO.

MOORS REPULSED.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 1.55 p.m.

An official Madrid message states that the Moors attacked at dawn, and advanced on the Spanish positions at Melilla in the Hinterland. They were repulsed with great loss of life. The Spanish losses were one officer and seven men killed, and one officer and twenty-five men injured. Reinforcements are being despatched from Spain.

THE MELILLA GARRISON.

Durban, Sept. 11, 6.30 a.m.

Three thousand troops have been despatched to reinforce the garrison at Melilla.

TRADE UNIONS CONGRESS.

CO-OPERATION AND UNIFICATION.

Via DURBAN, Sept. 10, 8.30 p.m.

The Trades Union Congress has closed. It has been resolved to favour co-operating with the Labour party, with a view to the unification of trades unions and societies connected with the Congress and party. There has been considerable opposition to the resolution on the ground that the introduction of politics will impair the usefulness of the Congress.

REVOLT IN ARABIA.

NEGOTIATIONS FOR PEACE.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 10, 7.5 a.m.

Advice from Hodeida states that nearly all the Sheikhs of the Yemen highlands have entered Sanaa and submitted. Negotiations for permanent peace are proceeding with Imam Syyed Yahya, who has already released five hundred Turkish prisoners.

DANGER AT A DOCK.

BARROW UNDER GUARD.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 10, 7.5 a.m.

Bluejackets, with rifles loaded with ball cartridge are guarding the dock gates at Barrow. This is considered necessary because, if the water is let out the warships will be grounded and damaged. Special police are also guarding the ship building yards. One telegram says this is due to the presence of foreign spies.

REUTER'S TELEGRAMS.

SENSATIONAL TRIAL.

WIFE MURDER IN VIRGINIA.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 3.50 p.m.

A sensational trial at Chesterfield, Virginia, has ended in sentence of death being passed on Mr. Beattie, a banker, for the murder of his wife.

The evidence showed that the condemned man took his wife for a drive in a motor-car by night to a lonely place, and there killed her.

A remarkable defence was raised, it being alleged that the crime was committed by an unknown highwayman. During the trial, there were disclosures as to Beattie's relation with another woman.

DEAR FOOD.

REDUCED DUTIES WANTED.

[SERVICE TO THE "TELEGRAPH."]

Via BOMBAY, Sept. 9, 1.55 p.m.

As a consequence of the increased prices of foodstuffs and fodder, the Berlin Chamber of Commerce has petitioned the Government to check the export of grain, and to reduce the duties. Representations are also being made to the government to allow the importation of Argentine and American meat.

The Minister for Agriculture has ordered the local authorities in several provinces in Prussia to sell fodder to needy farmers at reduced prices.

RIOTS AT ROUBAIX.

Via BOMBAY, Sept. 9, 3.50 p.m.

The dear food riots in France show no signs of abatement. There is a great deal of window-smashing going on in all parts, and barricades have been erected at Roubaix, where there have been cavalry charges.

Some municipalities are making praiseworthy efforts to relieve the general suffering by buying foodstuffs and selling them at a loss.

RENEWED RIOTING.

Bombay, Sept. 11, 7.30 a.m.

Order has been restored in the Pas de Calais Department but in other places the situation has become worse. The riots were renewed at Roubaix. The mob tore up the pavements and stoned the troops of whom several were injured.

The cavalry was unable to charge owing to wire entanglements in the streets.

TO PROTECT AMERICANS.

DESPATCH OF A CRUISER.

[SERVICE TO THE "TELEGRAPH."]

Durban, September 11, 6.30 a.m.

Telegrams from Washington state that the U.S. cruiser Chester is being despatched to Tripoli to protect the American Archaeological Mission at Cyrene. A member of this mission was murdered in March.

POSTAL EMPLOYEES.

DISCUSSION OF GRIEVANCES.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 11, 7.30 a.m.

The Postmaster-General has consented to receive a deputation to discuss their grievances.

[It was decided on Sept. 8, by a meeting of the National Joint Committee representing 60,000 workers to ask for a select committee to inquire into alleged grievances.]

MUNICIPAL AMENITIES.

[SERVICE TO THE "TELEGRAPH."]

Bombay, Sept. 11, 7.30 a.m.

The Lord Mayor of London, in whose honour special preparations had been made, has arrived in Vienna and met with an enthusiastic reception.

CHINESE TELEGRAMS.

CHINA'S NAVY.

AN OPTIMISTIC ESTIMATE.

("SHUNG PO" SERVICE.)

Peking, September 10.

The Board of Admiralty has estimated that twelve men-of-war will be ready for launching in the autumn of next year.

LATE SHANGHAI TAOTAI.

TO BE ARRESTED.

("SHUNG PO" SERVICE.)

Peking, Sept. 10.

The Ministry of Foreign Affairs has telegraphed to the Governor of Shan Tung regarding Chi Ngai Heung, ex Taotai of Shanghai, who is in Kiao-Chow.

The telegram says that the Chinese Minister at Berlin has telegraphed that the German Minister of Foreign Affairs has consented to the Governor of Kiao-Chow aiding in the arrest of the fugitive.

The Ministry asked the Governor of Shan Tung to despatch some officials to Kiao-chow for the extradition of the Taotai.

("SHAT PO" SERVICE.)

Peking, September 10.

The Viceroy of Nanking has memorialized the Throne to instruct the Viceroys and Governors of various provinces to discover the properties owned by the ex-Taotai of Shanghai and to have these valued and sold in order to pay off his liabilities to the Government. The request has been granted by the Throne.

TROUBLE IN SZE-CHUAN.

DESPERADOES ATTACK THE VICEROY'S YAMEN.

("SHUNG PO" SERVICE.)

Ching-tu, September 11.

Several thousands of desperadoes, taking advantage of the people's opposition to the Government's policy of nationalizing the railways, have attacked the Viceroy's Yamen.

As they were insufficiently armed, they were beaten back by the soldiery, many of them being killed. The others were dispersed.

BRITISH OFFER OF HELP REFUSED.

Peking, September 11.

The British Minister at Peking has offered to dispatch British soldiers to Sze-chuan to maintain order for the Chinese government.

The Minister of Foreign Affairs has refused the offer.

COMMUNICATIONS CUT.

Peking, September 11.

Telegraphic communications between Peking and Sze-chuan have been entirely cut off.

The Cabinet Ministers are becoming alarmed.

The Weather Forecast.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUNDS:
Sterling £1,500,000 at 2/- 15,000,000
Silver 16,750,000
$31,750,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq.—Chairman
E. Shellim, Esq.—Deputy Chairman
F.H.Armstrong, Esq. | C.R.Lenzmann, Esq.
G. Balloch, Esq. | F. Lieb, Esq.
Andrew Forbes, Esq. | Hon. Mr. C.H. Ross
G. Friesland, Esq. | H. A. Siebs, Esq.
C. S. Gubbay, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at $3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum,
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3½ per cent.
On Fixed Deposits for 3 months, 2½ per cent.
WM. DICKSON, Manager.
Hongkong, 1st May, 1911. [22

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL ... „ 30,000,000
RESERVE FUND ... „ 16,850,000

Head Offices—YOKOHAMA.

Branches and Agencies at

Antung-Hsien	Newchwang
Bombay	New York
Changchun	Osaka
Dairen (Dalny)	Pekin
Fengtien (Mukden)	Ryojun (Port Arthur)
Hankow	Shanghai
Honolulu	Tiehling
Kobe	Tientsin
Liao-Yang	Tokyo
London	
Lyons	
Nagasaki	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4 per cent. p.a.
„ 6 „ ...3-1/2 „ „
„ 3 „ ...2-1/2 „ „
TAKEO TAKAMICHI, Manager.
Hongkong, 25th August, 1911. [18

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold $3,250,000
RESERVE FUND.....Gold $3,250,000
Gold $6,500,000
HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
36, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 „ 3½ „ „
For 3 „ 2½ „ „
GEO. HOGG, Manager.
No. 2, Queen's Road Central.
Hongkong, 24th Feb., 1911. [19

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY
PAID-UP.....Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN, Manager.
Hongkong, 16th Mar., 1911. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital.....	£1,600,000
Subscribed „	1,125,000
Paid Up „	562,000
Reserve Fund.....	325,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.
BRANCHES:

Bombay.	Galle.
Calcutta.	Singapore.
Howrah.	Penang.
Madras.	Kota Bahru, Kelantan.
Karachi.	Kuala Lumpur, F.M.S.
Rangoon.	Hongkong.
Colombo.	Shanghai.
Kandy.	

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd.
BANKERS:
Bank of England.
London Joint Stock Bank, Ltd.
EVERY description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits as under:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „
F. C. MACDONALD, Acting Manager.
1260]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. R. Neill, Esq., F.I.A., Actuary.
A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force	$30,571,465.00
Assets to read.....	9,872,930.00
Income for Year	3,864,071.00
Insurance Fund.....	9,520,950.00

LEFFERTS KNOX, Esq.—District Manager.
B. W. TAPE, Esq.—District Secretary
Hongkong, Canton, Macao and the Philippines
Alexandra Building.
C. LAWDER, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., C. J. Lafrentz, Esq.
Hongkong, 21st July, 1911. [810

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

New Ties
New Socks
New Shirts
New Pyjamas

MODERATE PRICES

EVERYTHING FOR
GENTS' WEAR.
EXCLUSIVE GOODS.

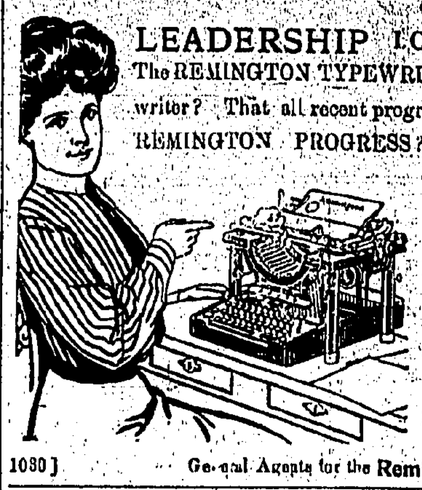
WM. POWELL, LIMITED,
28, Queen's Road.
Hongkong, 4th Aug., 1911. [1043

MEE CHEUNG.

ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [10

Intimations



LEADERSHIP TO YOU KNOW:—
The REMINGTON TYPEWRITER was the first typewriter? That all recent progress in Typewriters is REMINGTON PROGRESS? A leadership unbroken since the invention of the writing machine.

SIEMSSEN & CO.,
HONGKONG AND CANTON,
1030] General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date
MOTOR,
RING UP 1036.

THE EXILE MOTOR GARAGE.
Hongkong, 15th April, 1911. [1058

REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses they should have the best you can get.

THAT MEANS

1.—Careful and expert examination;
2.—Precision in the making;
3.—The best of materials;
4.—Adjustment to a nicety.
All of the above we offer you. We invite comparison with the equipment of any opticel establishment anywhere. Tories, amber and other tinted lenses, mounted in gold, gold-filled, or other metals at lower cost. Our prices are reasonable. Our materials and workmanships are guaranteed.

CLARK & Co. SCIENTIFIC OPTICIANS
YORK BLDGS, CHATER RD. HONGKONG

CIGARETTES
BOUION ROUGE
$4.20 per 100
FELUCCA
$2.80 per 100
ENJOY THE LARGEST SALE IN EGYPT.

PURE-ALUMINIUM COOKING-UTENSILS.
THE MOST HYGIENIC
NO RUST, NO CHIPPING OF ENAMEL
VERY DURABLE
SAVE TIME AND FUEL
BRIGHT AND CLEAN.
VERY MODERATE PRICES. INSPECTION INVITED.
F. BLACKHEAD & CO. [981

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Vœux Road Central.
Hongkong, 20th April, 19[illegible] [491

Notices

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of September, 1911, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Majesty Plan	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent. $	Upset Price. $
1	Inland Lot No. 130 Above Kennedy Road near the Electric Light Works.	ft. 166'8"	ft. 166'8"	ft. 120'	ft. 120'	20,000	138	3,000

Hongkong, 9th Sept., 1911. [1367

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Offices, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1911.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd September, both days inclusive.
DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, Sept., 4th, 1911. [1459

Notices

NOTICE.

WE have this day transferred our AGENCY in Hongkong and Canton to MESSRS. DODWELL & CO., LTD., who are hereby authorised to sign as AGENTS all documents relating to the business of the Company. The Offices will continue to be for the time being in Alexandra Buildings.
THE CHINESE ENGINEERING & MINING CO., LTD.
Hongkong, 1st Sept., 1911. [1401

NOTICE.

HAVING this day been appointed AGENTS for the CHINESE ENGINEERING & MINING CO., LTD., in Hongkong and Canton we request that all communications relating to their business be addressed to
DODWELL & CO., LTD.,
Agents
THE CHINESE ENGINEERING & MINING CO., LTD.,
Alexandra Buildings.
Hongkong, 1st Sept., 1911. [1402

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

NOTICE.

DURING the absence of Mr. W. E. CLARKE from the Colony Mr. JOHN ARNOLD will ACT as SECRETARY to the Company.
By Order of the Board of Directors.
R. FUHRMANN, Chairman.
Hongkong, 9th Sept., 1911. [1366

WING KEE & CO.

47-49, Connaught Rd.

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OUR CONTEMPORARIES.

What They Think.

China Mail.

Apaches.

Just as Melbourne and Sydney have their larrikins, New York its hooligans, London its workshy toughs with criminal propensities, so Paris has its apaches, and if all we read in the French papers and modern novels depicting the lower strata of life in the *la ville lumiere* is true, the apache is the worst of the lot. There have been many explanations put forward for the development of this vicious type of humanity in Paris, but none are completely satisfying. To Churchmen the decay in the moral fibre of the race may be traced to the time when the State definitely cut adrift from the Church; to the Royalist it is the spread of republican principles to their logical conclusion that is the cause of the mischief to the ideal Republican who worships the formulae, "Liberty, Equality and Fraternity" for the now old-fashioned virtues which were originally associated with those watchwords, the rise of the apache is a thing altogether apart from the civic life, a foul outgrowth that would have developed even had there been no republic.

Daily Press.

The Rice Shortage.

The position in the North appears worse than in the South. We learn from the N.-C. Daily News" that while there is enough for immediate consumption, the outlook for the future is grave. The Chinese Chamber of Commerce at Shanghai has held a meeting upon the subject, and it is understood that the members have decided to borrow Tls. 400,000 from the Taching Bank, through the Governor at Soochow, to purchase rice for sale locally, and also to ask Peking to remove the embargo against the export of rice from Kiangsu ports. The rice would have to be obtained from Hongkong and Siam. A telegraphic inquiry elicited from Hongkong a reply to the effect that 10,000 piculs are available, and that a similar quantity might be obtained from Siam. There is widespread distress caused by the floods in the Yangtsze Valley and extensive damage has been done to the rice crops in the neighbourhood of Foochow and Swatow. The demand from China and Japan is therefore likely to be greatly in excess of the supply, and if the situation becomes aggravated by speculation—a by no means unlikely event—the problem will become very serious indeed.

South China Morning Post.

Pastimes Part.

Britain's supremacy has been attributed in a degree to her sport, which has made her men the doughty fighters they have always proved themselves to be. Everyone is familiar with the famous declaration that "Waterloo was won on the playing-fields of Eton," and a schoolmaster knows full well that he will probably find his cleverest scholar in the "Soccer" or cricket eleven. Young says "A man of pleasure is a man of pains," and that is very correct, providing the words *are given that* wide interpretation which the writer evidently intended for them. Several years ago, Kaiser Wilhelm heaved a big sigh because Germany lacked a really popular national game, and it was an Imperialistic sigh. In other countries there has been similar lamentation. On all hands it is recognised that work alone does not constitute a successful existence, and if John Bull is given to err a little on the other extreme, his offence is very venial. Physically, and mentally, he is a better man for his sport. It is not merely the exercise that benefits him, for the change itself from the strenuous battle for bread and butter is of incalculable value.

FIREWORKS AND COMEDY.

Audience Ruh Show and Actors Assist.

There is one thing, says the "Advocate of India," they don't take their pleasures tooseriously in Calcutta. The Tivoli is a favourite resort of the *jeunesse dorce* there, and it is probably the only theatre in the East, where the audience most of the time run the performance for the benefit of the actors, and themselves, and those behind the footlights get in an occasional "turn." Above the din and racket of the stall and box occupants, an occasional note of a popular song, or "Alf a League" can be heard, while at times there is actually a look of mortal agony on the faces of those who would, but can't, make themselves heard.

But the last occasion on which this playhouse was turned topsy-turvy, was a record-breaker. The theatre was crowded, and long lines of white shirt fronts, and dress jackets were conspicuous everywhere. The silence was ominous, for when the curtain went up, the crowd was very quiet—absolutely decent at first. An aged veteran of many wars smiled grimly. "It's too quiet," he said, "there is trouble ahead."

The Fun Starts.

Percy Hayden had got fairly into a song which has a merry swing to the chorus, when from one of the boxes there burst forth a shower of fire. A husky sahib in his shirt sleeves was projecting over the stage and audience a sputtering Roman candle with many-coloured lights. At first the crowd were puzzled, but they soon absorbed the spirit of the affair, and cheered the exhibition. Hayden did his best, but the roar, cat-calls and screams were too much for him. He sang on to the end like the boy on the burning deck, then fled. This was a signal for another outburst of fireworks, and the chairman in charge not only insisted in whirling the candles at the crowd but rubbed it into the faces of his immediate neighbours. Of course this was a small matter, but several coats came off, and it is said there was quite a difference of opinion for a time.

However, another performer came on to sing. His reception was similar to that of a politician rejected by a disgruntled convention who have rung up a "dark horse." In vain he bawled away, but the box and stall amateurs insisted on singing a variety of well-known songs, including "Please don't take me Home," and others. The front rowers got their feet up to the orchestra railing, and amused themselves by tipping it back and forth to the time of the chorus.

But the storm broke when Miss Irene Beryl started to sing "Kiss Me Twice, etc." At least fifteen young bloods all leaned over the box railings and yelled "Yes! Yes! Me! Me!" But she kept bravely at it, and finally they joined in the chorus and made a jolly time of it. They liked the chic little lady who worked so hard to please everybody, and gave her more chance than the others, although that is not saying much.

Cake-Walk in the Stalls.

At this point two youths in the audience insisted on doing a "cake walk" up and down the centre gangway of the theatre. This proved a diversion; and Miss Beryl smiled good naturedly. When she left, they started a great cry of "We want Beryl." But when she posed as Salome, they yelled "Bring Potnoy's head in on a charger! We want Potnoy!" Then the air was filled with curious and unthinkable sounds, and by the time Jensen, the mystic appeared for his turn, things were fairly warmed up. "The Queen of Sheba" made her appearance, and several of the audience rushed upon the stage to consult with her Ladyship. They insisted on asking her questions which were rather embarrasing but she managed to reply without blushing. Jensen announced a benefit for Miss Beryl, which was the signal for a general uproar. An outsider might have taken the crowd for a bunch of frantic pit traders bulling the wheat market. Finally, in a scrimmage to see which could raise the greatest row over the announcement, one man snatched off his opponent's coat and threw on the stage. Miss Beryl promptly danced on it to the howling delight of the poor fellow's friends. Then he was made to go after the coat, make a bow to the audience, and buy the refreshments.

—In the second half of the show, the weather got very hot above, and many insisted on swinging their legs overboard, and cracking their heels against the woodwork to the time of the music. Of course it did not matter much, but the actors were certainly willing to play quits. Then began a bombardment of big bouquets from the boxes to the stage. Flowers of all sorts went sailing through the air, and finally the performers in desperation took up the fight and hurled them back again. And thus it went on to the end. The question puzzling many on leaving the theatre, says the "Englishman, was" who was really giving the show, Jensen or the box and stall artists? At least the latter seemed to be having the most fun out of it, and the Company got its salary, what's the odds?

SHANGHAI'S STORMY SUMMER.

One has to go far back in the annals of Shanghai to find a summer so stormy as this has been, says the "N. C. Daily News" of Sept. 4. Storm has followed storm, until for days on end the port has been wind-swept. Inquiry at Sicawei Observatory for an explanation of such a state of affairs elicits the information that this is a general phenomenon, for which at present no account can be given. In fact, until about a year has elapsed, during which time reports will have been received from the various continents and countries, it will not be possible to give a scientific elucidation of the abnormal nature of the season.

Windy as the summer is and strong as the gales and fragments of typhoons have been, the force of the wind and its velocity are comparatively small when storms in other centres are taken into consideration. For instance, when Shanghai caught the outskirts of the typhoon on August 11, the greatest velocity attained by the wind was forty-four miles an hour, this being at four o'clock on the morning of that day. That is the greatest speed attained during the summer, and when the damage it caused is remembered, an idea, slight perhaps, may be gained of what would have taken place had it reached a velocity of eighty miles an hour. The last storm we have had, though most inconvenient from the point of view of pedestrians, and sufficient to blow down some of the smaller trees, was comparatively mild, and on Thursday and Friday the highest force of the wind was only twenty-nine miles per hour.

BANK OF ENGLAND.

How its Enormous Wealth Has Increased.

Mr. F. Huth Jackson, president of the Institute of Bankers in 1909-10 and director of the Bank of England, gave an address on the subject of The Bank of England at the Society of Arts, Adelphi, in connection with the fifth international course of lectures on commercial relations. He said the original charter of Corporation of the Bank of England was granted in 1694, but it has been universally recognised that the real history of the bank as it is to-day dated from the Bank Charter Act of 1844, which was introduced and carried at the instance of Sir Rbt. Field. The main criticisms made nowadays against the Bank Act were two, it was first of all maintained that the gold reserve of the bank was too small considering the enormous amount of banking deposits of the country. It was suggested, therefore, that the judiciary issue should be gradually reduced and replaced by gold. It would undoubtedly be a more satisfactory state of affairs if the whole of our note issue were based on gold, but who was to pay for this? It would cost at least 3 per cent. per annum on the amount involved, or £555,000 a year.

Notes v. Cheques.

The fact was that nowadays the circulating medium in Britain was not bank notes but cheques. The best illustration of this was the Bankers' Clearing House returns. The average daily clearings had risen from 11 millions in 1868 to 48 millions in 1910. On the other hand, the average note circulation in 1868 was 24 millions, whilst in 1910 it was 29 millions, and this in spite of the enormous increase in the wealth and business transactions of the country in the interval. The affairs of the Bank of England were directed by a governor and deputy-governor elected from amongst the directors, of whom there were 24, in addition to the two officials named, who were chosen from among the partners in leading merchant and merchant banking firms in the City. The clerical staff of the bank was about 1,000, of whom about 840 were at the head office. It was perhaps not generally known that besides the printing of Bank of England notes and India rupee notes the bank also printed at the head office all postal orders and old-age pension orders for the Government. The potters, mechanics, etc., employed by the bank were about 500 in number.

No Interest Allowed.

There were two sides to the bank—the cash side and the stock side—and the work of both sides had increased enormously in recent years. With regard to the work done by the bank, first and foremost it was the bank of the Government. The bank allowed no interest on Government or other balances. Although at times the Government balances were high it could hardly be maintained that the Government account was of much material advantage to the bank, but, of course, the prestige of being the Government banker was very great and valuable. The next important function of the Bank of England was the exclusive, or practically exclusive right of note issue. It was often remarked that they rarely if ever saw a dirty Bank of England note. This was due to the fact that the bank never re-issued a bank note. Even if they were to go into the bank and demand a £5 note for five sovereigns, and were then to walk across the floor and exchange the note for gold, that note would be destroyed. The bank had adopted this principle not in the interests of cleanliness but in the interest of security, as they found that by this practice, expensive though it might be, they avoided and the public avoided many of the risks of forgery. The bank issued notes in denominations of £5, £10, £20, £50, £200, £500, and £1,000. Of these by far the greater proportion was in £5 notes, and the proportion was always increasing.

Emergency Currency.

What was nowadays the most important function of the Bank of England was its position as provider of the emergency currency of the country. As he had already said, the currency of the country was no longer bank notes or even gold, but cheques. These cheques are issued against credit balances with the various banks on which the cheques are drawn, and at times the banks find that the amount of the cheques drawn, especially when dividends are being paid, would bring the amount of their item of "Cash in hand and the Bank of England" dangerously low. It was not a question of actual cash, as most of these cheques and dividend warrants were paid through the clearing. The object of the banks, therefore, was not to replenish their tills but to replenish their balances with the Bank of England. They, all of them, had large amounts of money lent out on the money market at call. These they proceeded simultaneously to call in. The borrowers found that the money that one bank "calls" could not be obtained from any other bank, and they were, therefore, compelled to go to the remaining source of supply, the Bank of England. They borrowed there practically the same amount as the bankers had called from them. No actual money passed; the whole thing was done by transfer at the Bank of England.

COLLISION WITH ICEBERG.

A Narrow Escape.

The Anchor liner Columbia arrived here yesterday under her own steam with a canvas covering over the hole in her bow made by the iceberg with which she collided while near Cape Race, says a New York telegram of August 7. The officers declare that the hole is above the water line. Since the accident the vessel has averaged 15 knots an hour.

The passengers were at dinner and the engines had been stopped owing to the fog, when the stem of the Columbia pierced the iceberg, throwing tons of ice down upon the deck. The captain immediately ordered full speed astern, and the vessel backed away before any idea of the size of the berg was obtainable.

The Columbia had an exceedingly narrow escape. Her bow plates are crumpled for 15ft., and her port anchor was lost on the iceberg. Nine feet of water rushed in to her hold before the leak was stopped. The pumps then kept the hold relatively clear.

Several passengers were injured; Mrs. Elizabeth Ogilvie had a leg broken, Mr. Samuel McAllister, of Belfast, had his left clavicle broken, and several others were cut and bruised. Tom Murray, the forecastle lookout, was buried under the ice, and taken out unconscious.

The dining-table was swept clean, and the stewards were sent sprawling. The surgeon, Dr. McCurdie called out to the diners to keep their seats, as there was no danger.

There was no sign of a panic, but the passengers trooped on deck and viewed the berg. Several declare that it was 100ft. high and a quarter of a mile in length.

A CHRYSANTHEMUM EXPERT.

The horticultural world of Japan has lost one of its most noted figures in the person of Mr. Gizan Nagano, widely known among plant-rearers by his pseudonym "Gijuyen."

In the cultivation of chrysanthemums Mr. Nagano stood unrivalled in Japan, and among the plants that he developed there were some that were, by general consent, considered unique and peerless. He was, indeed, accepted as the master-grower of the chrysanthemum. Years ago, one of his rare productions, which were named poetically "Eizan-Seishu" (Luxuriant mountain in serene autumn), had the great honour of being inspected by His Majesty, the Emperor.

He was the founder of the Shukokai, an association formed by amateur growers of the chrysanthemum for the sole purpose of promoting the cultivation of the plants in Japan and always sat as judge at all chrysanthemum competitive shows. He had therefore a number of disciples throughout the country who were initiated or further instructed by him in the mysteries of his particular branch of flower-culture.

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Offers for the above should reach the undersigned from whom any further particulars may be obtained not later than the 21st day of September 1911.

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MEXICAN MATTERS.

Madero's Manifest.

Advices from Mexico say that Francisco I. Madero, the revolutionary leader, is determined to restrain his radical followers and institute a conservative set of reforms. In a recent address to the people in connection with his nomination for the presidency Madero announced that property rights would be protected, political rights would be extended to the people and secured to them, that a comprehensive system of public schools would be instituted and the children of all classes given the benefits of instruction.

Madero warned his followers not to expect to transform all objectionable conditions in the twinkling of an eye. He declared that time would be necessary to politically rejuvenate the country.

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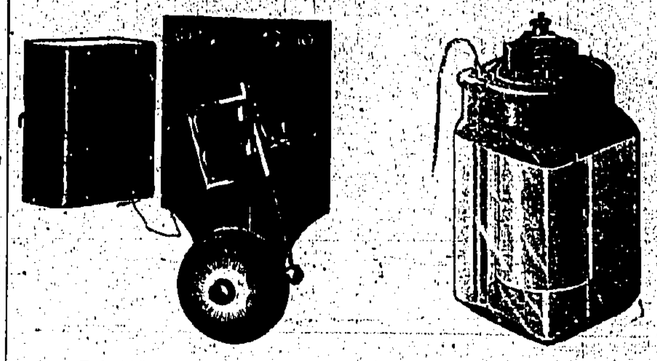

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The Hongkong Telegraph.

HONGKONG, MONDAY, SEPTEMBER 11th, 1911.

THE MOTHERLAND AND THE DOMINIONS.

Mr. Rudyard Kipling's dramatic appearance in the role of adviser to the people of Canada, coupled with Sir Wilfred Laurier's assertion, which we publish to-day, that the Dominion is prepared to talk business, but not politics with America, brings again into prominence the question of the relations of the Motherland and the Dominions. There are those who believe that the day is steadily drawing nearer when the great self-governing portions of the British Empire will gently, but decisively, sever the bonds that unite them with the Home country. In support of this theory it is pointed out that Canada at the present moment exercises practically all the powers of an independent state. Certainly it is true that all legislation passed by the Canadian Parliament has to receive the assent of the Governor-General, who is the direct representative of the King, but this, it is claimed, is to all intents and purposes a formal function, and it is scarcely conceivable that any measure that embodied the wishes of the people of Canada would fail to obtain the vice-regal sanction. Stress is also laid upon the fact that Canada has inaugurated a local navy. The Commonwealth of Australia is almost in the same position, the only difference being that the Governors of the individual states which comprise the Commonwealth are still Imperial officials appointed by the King. Australia also has the nucleus of a navy, and, if the scheme propounded by Admiral Sir Reginald Henderson is adopted, it will become a factor of some importance in years to come when the question of the naval supremacy of the Pacific has to be decided. Those, who foresee the disruption of the Empire, point particularly to the inauguration of these semi-independent naval units as a symptom that supports their theory. The proposed Reciprocity Agreement between Canada and America, which only requires the endorsement of the Dominion Legislature to become operative, is thought to be a still plainer sign of the trend towards separation.

It would be idle to blink the fact that there is a Separatist party both in Canada and Australia. The analogy between a family and an Empire which includes rich, virile and rapidly developing states, as has been frequently remarked, is very close. In a family the sons, upon attaining an age when they feel that they can shift for themselves, generally leave the paternal roof to make their own way in the world. There is no antagonism to the parent involved; the separation is brought about by reason of the natural and laudable desire of all healthy-minded young manhood to cease to be a burden and to rely on its own energy and intelligence. With the British self-governing Dominions it is similar. This instinct of what we might call self-reliance, though the term is inadequate, has led a minority in the Dominions, that deceives the unsophisticated in regard to its size and importance by the constant clamour it makes, to demand separation and independence. The more level-headed and better balanced majority, however, while equally intent upon achieving full control of all domestic affairs, is animated by no sentiment of animosity to the Mother country. On the contrary as maturity is being reached the Dominions generally begin to realize the debt of gratitude they owe for the protection given them in feebler days by the British Army and Navy. To that feeling of gratitude and the belief that it could be most effectively shown by relieving Great Britain of part of the burden imposed in securing their safety has been due the inception of the Canadian and Australian navies and the adoption of compulsory military service in Australia and New Zealand. When the Dominions' fleets and land forces gain appreciable strength it will be possible for Great Britain more effectually to concentrate her forces nearer home, and that is the end the people of the Dominions hold in view.

We have suggested that the Separatist party in the Dominions is not of numerical or political consequence. In Canada the recent utterances of Sir Wilfred Laurier, himself a French Canadian, bear this out. There is not a single Canadian politician of importance who has of late years raised the cry of "independence." It is true that there has been recently a large influx of Americans into Western Canada, but the very fact that these newcomers, with full knowledge, chose to live beneath a monarchical rather than a republican flag indicates that their political beliefs cannot be rigid; unless it is assumed that their advent is part of a deep-laid plot to bring Canada into the American political fold—which, as the excellent Euclid was wont to remark, is absurd. That the Separatist party in Australia is of no importance whatever is proved strangely enough by the Sydney, "Bulletin," a paper whose views are most aggressively Australian. In a leading article on August 17 the "Bulletin" said, *inter alia* "with the broad principles that is desirable (1) that George V. shall remain on the throne, and (2) that the British Empire shall remain intact, no sane Australian is going to quarrel." Coming from such a source nothing could be stronger. In a word the intelligent colonist is urged both by sentiment and reason to do all that in him lies to maintain the integrity of the Empire. He has all to lose and nothing to gain by striving to obtain an independence that he could not preserve for a day were he to lose the aegis of the protection of Great Britain. It may be assumed therefore, that, though the relationship of the Motherland and the Dominions will change to meet changing conditions, the voice of the Separationist will continue to excite no sentiment except tolerant amusement.

DAY BY DAY

All things that are,
Are with more spirit chased than enjoy'd.

Better grade rice was selling at $12 a picul in Shanghai on Sept. 6.

***

It is now possible to go to Europe by rail from Tsingtau to Berlin in 12 days.

***

Serious rioting is said by the "Shanghai Mercury" to have occurred at Pootung in connection with the rice shortage. The position in Shanghai is becoming serious.

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In a twenty round contest at Shanghai against Seaman Ramsay "Battling Simms" gained the referee's decision.

***

The str. Hazel Dollar which went ashore off Muroran was refloated on Sept. 3. She proceeded to Hakodate for repairs.

***

The British-American Tobacco has appropriated $10,000 for the relief of flood sufferers and is despatching an officer to Wuhu to supervise the distribution of the contribution.

***

A European residing at the Hotel de l'Europe has been missing since Friday night, says a telegram from Penang dated Sept. 5. It is believed that he has committed suicide in the harbour.

Bijou Scenic Theatre.

This little hall of amusement continues to gain in popularity. The programme for this week includes several bright and catchy songs by Miss Vera Ferrace and a number of very good pictures. Large houses were present at both Saturday's and last night's performances.

A Dangerous Practice.

When a Star ferry boat was manœuvring alongside the landing stage at Kowloon yesterday a small boy caught hold of the chain by which the gangway is lowered and his hand became jammed. Fortunately a warning cry was raised in time to prevent serious injury. It would be well, however, for parents to warn their children of the danger of meddling with any of the gear on the ferries.

The Occasional Contributor.

It galls me of myself to speak, but my abode is at the Peak, where all the taipans live, and where we breathe a genteel atmosphere. At half-past four or five o'clock I doff my office coat and look my roll top desk, smooth down my hair and tell the boy to call a chair, and, borne in triumph, soon I am conducted to the waiting tram. Perhaps, because of youthful sins my tribulation then begins and someone's yellow pup, who's rolled in mud and covered up with mould (without a chain) comes roaming round and seeing me comes at a bound and rubs himself against my legs and fills my boots with doggy drégs while all the people look askance at my once chaste, now filthy pants and boots. I wish no harm to dogs, but I abhor those human hogs who let their canines roam around, and cover me with liquid ground, and so I write (let cynics laugh) to claim your aid, dear "Telegraph."

We note that the Shanghai papers are announcing that they have made arrangements for an increased service of Reuter's telegrams.

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Monthly Meteorological Report.

The monthly meteorological report for August shows that the maximum average temperature for the period was 86.2, the mean 81.9, and the minimum 78.4 degrees. Altogether 30.06 inches of rain fell, and the number of hours of sunshine recorded was 190.5. On five days there was no sunshine and on thirteen no rain.

A Terrible Death.

The Ningpo correspondent of the "Shanghai Times," in the course of a description of a big fire there, says:—There was one fatality during the fire, a very curious thing indeed. The body was found huddled up in a kong of water with the head and upper parts of the body roasted beyond recognition. No one knew who this man could be or how he got there. But it is presumed he was a thief trying to get away with something during the fire and got trapped by the building collapsing.

Volcanoes in Japan.

A telegram from Gifu, Japan, states that Iwogatake, a volcano in Mino Province, which has been regarded as extinct for some time past, began to erupt on August 21, and in the villages at the foot of the volcano, the downpour of ashes was so heavy that objects only a few feet off were invisible. The water of the Takhara River in Takano Mura, which is situated close to Iwogatake, smells strongly of sulphate and the fish have been killed. According to information gathered by the Hagiwara Police Station, a large new crater has been formed about 5 cho from the old crater, and all the trees and grass within a radius of 15 cho from the summit have perished. Huge boulders have been thrown up from the crater. The villagers living near the volcano are in a state of alarm.

Bank Notes.

Remarks the reverse of contrary are sometimes made in regard to our local bank notes, generally perhaps in regard to the slowness with which they arrive and the rapidity with which they depart. The disregard they show for the virtue that is said to rank next to godliness is also sometimes a subject for comment. So is it elsewhere. A London paper remarks: The clean faces of our bank notes, praised by a Society of Arts lecturer the other day, is a subject of congratulation especially in the light of a comparison with the notes of other days and other lands. There was the Scotch paper money. And Frank Buckland's frank criticism of its uncleanliness: "Mr. Bell showed me money he had received for his lambs," he wrote: "I not only saw but smelt the money from afar. It consisted of a roll of Scotch bank one-pound notes, nasty, dirty, ragged pieces of paper, looking only fit for the fire. These notes, I understand, are sometimes quite intolerable. The notes from Wick are the worst; there is a charming odour of fish about them. Mr. Bell's notes smelt of sheep." Our worst notes are exchanged on the racecourses. And they do not smell of horses.

A private letter from Weihaiwei states that a light form of dysentery is prevalent there. Some of the cable office employees have been affected and a little European girl aged four is said to be in a very serious condition.

The City Hall.

The following is the return of visitors to the City Hall Library and Museum for the week ending September 10, 1911:—Non-Chinese, Library 405, Museum, 177; Chinese, Library 140, Museum 2,275. Total: Library 554 Museum 2,452.

Highly Diverting.

During the performances at the Taiping Theatre on Saturday evening a Chinese in search of further diversion commenced throwing stones at the Indian constable. A court interpreter was present in the audience and he pointed the culprit out to the constable who effected an arrest. This morning the seeker of diversion was sent to prison for two months with hard labour.

The Colony's Health.

The Medical Officer of Health announces that there was a clean sheet as far as plague is concerned for the week ended Sept. 9. The total number of cases reported this year was 261 and the deaths 244. Four cases of communicable disease other than plague were reported during the week, two of enteric and two of small-pox. Death resulted in two cases, one from small-pox, the other from enteric.

Gambling Houses Raided.

A large batch of gamblers came before the Magistrates this morning. Three men who were gambling in the street had to pay $3 each or in default seven days. Eleven men were charged by Inspector Fenton with playing fan tan in a house in Sai Hu Lane. The two keepers of the house were ordered to pay $75 or 6 weeks' hard labour, while the others were fined $4 or seven days. The money seized by the police, $11.04, was confiscated.

American Consular Changes.

News have been received, says the "Shanghai Mercury," that Mr. A. W. Pontius, American Consul at Chungking, will be transferred to Dalny, vice Mr. A. Williamson transferred to Antung. Mr. B. Green, Consul at Mukden, is transferred to Hankow, vice Mr. Mosher, transferred to Germany. Mr. Maynard, Consul at Vladivostok, goes to Harbin, and Mr. C. L. L. Williams, Consul at Swatow, goes on leave for several months, which he will spend at Peking with his father at the American Legation.

The Result of a Raid.

The man who attempted to jump through a window at 106 Gough Street Hill, when the house was raided by excise officers on Thursday evening, was brought up on remand before Mr. J. R. Wood this morning on a charge of having a quantity of opium in his possession without the permission of the Opium Farmer.

It will be remembered that the officials found implements for boiling opium and a quantity of the drug, in the house.

To-day the man was fined $37 or in default one month's hard labour.

Trams and Dogs.

In giving judgment in the Westminster County Court in the case of a claim for £3. 19. 6, the value of a dress which had been ruined by a dog while the plaintiff was travelling on one of the London United Tramway Co.'s cars, Judge Woodfall said that he was of opinion that the company was liable for the breach of their duty to the plaintiff as their passenger. The tramway company had, through their conductor, knowingly permitted the dog to be at large on the car. Judgment was given for the amount claimed and costs. The local tramway people should take heed. Dogs are supposed to be paid for and to wear a chain on the trams, but, particularly on the Peak trams, the owners do not trouble about these regulations. Unattached dogs are frequently at large on the trams and, when it has been raining, deposit Hongkong 'real estate over the summer clothes of indignant passengers. Now that a legal decision has fixed the responsibility upon the tramway people the local authorities concerned should see that there is a proper observance of the regulations. Timely action may save them money.

A QUESTION OF RIVER PRACTICE.

Motion for Leave to Appeal.

Before the Chief Justice, Sir Francis Piggott, and the Puisne Judge, Mr. Justice Gompertz, sitting as a Full Court in the Appellate Jurisdiction of the Supreme Court this morning, Hon. Mr. H. E. Pollock, K.C., (with whom was Mr. Eldon Potter) instructed by Mr. Lewis, of Messrs. Johnson, Stokes and Master, moved for an order that the judgment delivered by the Puisne Judge on August 4 last, whereby $720 damages with costs were awarded Captain Tom Austin against the Chi Wo Steam-ship Company for wrongful dismissal from the s.s. Hoi Ming, might be reversed. Hon. Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, was for the respondents.

The motion was made on the following grounds:—(1) That the finding of the Puisne Judge that there was no oral agreement between the parties to the effect that the agreement between them might be terminated by 24 hours' notice on either side was against the weight of evidence. (2) That the Puisne Judge held without any evidence being before him to that effect, that it was not the usual course of duty on river boats plying between Hongkong and Canton, and carrying only two officers, for any regular watch to be kept, but that the appellants could call evidence to show that on such boats regular watches are in fact kept. (3) That the following question in connection with the respondent's evidence ought not to have been put to the assessor, because it involved questions of fact, viz.:—"Does this describe the usual course of duty on river boats carrying only two officers?" (4) That inasmuch as Captain Pybus was called in to advise the Court upon the evidence before it, as to the professed duty of the respondent to set regular watches, the independent statement of Captain Pybus, amounting to evidence as to the practice on river steamers with regard to keeping of regular watches ought not to have been accepted by the Puisne Judge as evidence or otherwise for the purpose of arriving at his judgment. (5) That it appears from the judgment with regard to Captain Pybus' statements to him that Captain Pybus could only speak as to his belief and not as to the usual course of duty on West River boats. (6) That as regards the usual course of duty on Yangtsze River boats, Captain Pybus could only speak as to his own personal knowledge in regard to a period antecedent to the year 1891, since when he has been employed continuously in one of the ships of the C. P. R. Co. which are ocean-going ships. (7) That in view of the practice of keeping regular watches, which, in fact, prevails on river steamers plying between Hongkong and Canton, though carrying only two navigating officers, and in regard to which the appellants crave leave to call evidence, it was not proper and seamanlike for the respondent to run his ship for various periods during the voyages with only a Chinese pilot on duty on the bridge, but that on the contrary it constituted a neglect of duty in the respondent to have omitted to keep a system of regular watches between himself and the mate throughout the whole voyage between Hongkong and Canton and vice versa and that such neglect of duty would have justified the appellants in dismissing him without notice. (8) That any method of procedure on a river voyage such as is described by the respondent would constitute a neglect of a precaution which is required by the ordinary practice of seamen and would have justified the appellants in dismissing him without notice and that any custom (even if proved) to neglect such a precaution would be bad in law.

Hon. Mr. Pollock said he was moving *inter alia* for leave to call fresh evidence. It seemed to him desirable that that question should be settled first. The reason why he was making that application was because he had certain witnesses in Court whom they had secured at some expense. That question he suggested, should be settled first and the other points could be left to be argued subsequently.

The Puisne Judge—On what point do you desire to call further evidence?

Mr. Pollock—On the question of the custom prevailing on the boats. My learned friend Mr. Potter will argue that point.

The Puisne Judge—The plaintiff practically closed his case. The questions of bad custom and unseamanlike conduct arose and Mr. Stevenson wished to call rebutting evidence. It seemed to me that the question suddenly coming up like that was not relevant.

Mr. Pollock—There was no evidence of custom.

The Puisne Judge—What Captain Austin said was: "What I did was what everybody else did." The mate also said that and added that he considered the plaintiff's conduct seamanlike. Therefore I considered the plaintiff's conduct seamanlike and proper. An independent witness from the Harbour Office was called and the appellants were not estopped in any way from calling evidence.

Mr. Pollock—We had no opportunity of cross-examining Captain Pybus.

Continuing, Counsel submitted that an assessor could not be consulted by the Court on any point of fact. He could only be consulted on questions of technical seamanship. They had the evidence of a Captain who had been in the service for 27 years. He submitted that all Captain Austin said amounted to this—"This is my usual practice."

Mr. Alabaster—No, no, he said that was the general practice.

The Chief Justice—What you are now trying to do is to appeal from the assessor's answer.

Mr. Pollock—It all comes back to the question: "What is the usual practice?"

The Puisne Judge—Suppose you have a conflict of evidence between two witnesses, can't the Court ask an assessor: "Which witness do you believe?"

Mr. Pollock—You can't possibly do that.

The Puisne Judge—There is no doubt that the owner did really know what was going on. He travelled frequently on the boat and played cards with the Captain. It's all in the evidence.

Mr. Potter claimed that on the legal aspect of the case, the plaintiff would have to do something more than merely say that the appellants knew what had been going on. A master might condone the fault of a servant and continue to condone and condone it again and again but he must come to a point where he was bound to say: "I shall condone it no longer."

The Puisne Judge—Oh, no, he must give notice.

Mr. Potter—No, my Lord.

Argument was proceeding when we went to press.

CONTENT WITH LITTLE.

Bank Robbers at Hankow.

When the safe at the Banque de l'Indo-Chine, Hankow, was opened yesterday morning, says the "Central China Post" of 30th ult., it was discovered that thieves had been in during the night and had broken open the door of the safe. The papers and currency were found in utter disorder, and a count revealed that about Tls. 1,000 in French gold and French notes was missing. The thieves must have been possessed of wonderful patience, as well as luck, for they got the safe open by working the combination lock. They had first tried to smash the door open, as was shown by the marks of their tools. Evidently they found their weapons not strong enough for this job, so they began trying to work the combination. They chanced sooner or later on the right set. With the safe open, there was a large treasure—amounting to millions of taels—within the robbers' reach, but for some reason they contented themselves with a paltry thousand.

Typhoon Warnings.

The "Government Gazette" publishes a notification to the effect that typhoon warnings will in future be displayed in the masthead of the signal mast on Signal Hill, Kowloon, Peak in lieu of from the flag staff of the Water Police Station.

FULL COURT DECISIONS.

Questions of Costs Discussed.

The Full Court delivered its decisions in connection with appeals from the judgments given recently as a result of two actions. In the first case, Li Po Kum had sued Li Ki Tong, alias Li Pak, of the comprador department of Messrs. Olaf Wijk and Company, to recover the sum of $10,591.21, interest due to the 9th June, 1911, at the rate of 8 per cent. in respect of a loan of $33,302 secured by an indenture of mortgage dated 31st July, 1907. Plaintiff also claimed interest on $33,302 at 8 per cent. from the 9th June, 1911, to payment or judgment. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Hett, appeared for the appellant and Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, was for the respondent.

The appeal was dismissed with costs; but on the application of Mr. Pollock, there was a suspension order made from formal judgment being entered pending the hearing of argument in the vacation. The Court (after a lengthy discussion) directed an arrangement regarding the question of costs.

The second case was that of Li Po Hung against Li Ling-Shi and others.

The Chief Justice said that he had no answer to the conclusion at which the Puisne Judge had arrived. He did not know whether full notes had not been taken and it seemed to him that probably the best thing to do would be to direct a re-trial.

Mr. Alabaster said that costs had already been paid in respect of the first hearing.

An order was made for costs to be refunded and the parties to abide by the result, the appellant to receive one-third of the costs.

INTERESTED KINDNESS.

Yesterday a little girl, who lives in Square Street, and who is about eight years old, was accosted by a man who offered to take her to see her father. When he had taken her some distance, he robbed her of her earrings, valued at $4, and left her to wander in the streets. The parents, missing the child, gave information to the police who discovered the erring child in Queen's Road Central.

MACAO DELIMITATION.

Settlement Reported Possible.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, September 8th.

It is reported that the Central Government has permitted the Viceroy of Canton to send a delegate to Macao to enter into negotiations with the Portuguese authorities regarding the question of delimitation of the boundaries. It is said that the Portuguese are in favour of this step being taken and that they will also appoint a representative to go into the matter with a view to its settlement.

Meanwhile the Diplomatic Commissioner Li Chiing Fun is busily engaged in inspecting documents and plans relating to the question, pending the arrival of the Portuguese Commissioner.

Taotai Wu Ming Pun has been deputed to assist the Chinese Commissioner.

THE SMUGGLERS' LAIR.

Inaccessible to Gunboats.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, September 8.

Wong-Poa, a village near Kwong-Chow-Wan, has been found to be a spot where smugglers are landing gunpowder, sulphur, salt-petre, fire arms and other forms of contraband.

Some time ago the authorities in Canton wished to send the gunboat Kwong-Kong with a Customs official on board to investigate, but it was found that the waters were too shallow. The smugglers are consequently gaining a respite while a boat of less draught is being found for the purpose.

Pocket-Picking.

A Chinese, who was charged with picking the pocket of an Indian soldier in East Street, was sent to prison for two months, with four hours' stocks, at the Magistracy this morning.

AT THE ELEVENTH HOUR.

—A Blocked Banquet.

Last Monday we published a report of a meeting by the "Society of the Protection of Railways" held at the Tsui Yin Hotel, Shek-tong-tsui. Among the resolutions that were passed, was one that representatives of the society should be sent to Peking to lay the views of the society, which is opposed to the nationalization of railways, before the central authorities. He was to have departed some time this week, and a grand banquet was arranged for last night to speed the delegate on his way.

We are given to understand that the banquet was not to be the usual jollification, for the delegate was to appear in mourning, significant of what might be the end of the mission.

Preparations were well in hand yesterday when someone in authority decreed that no banquet was to be held. The event accordingly did not come off and great disappointment is felt in consequence in certain Chinese circles.

INTERPORT SWIMMING.

An Unfortunate Complication.

It is quite possible that the annual interport swimming fixtures will not take place this year on account of the desire on the part of Shanghai swimmers to postpone the visit of their team to Hongkong, from September 21, 22, and 23 to the 26th, 27th, and 28th of next month. The request for the postponement comes from the Shanghai Rowing Club, who made it by telegram on Friday, the 8th inst., including also a request that in the postponed event arrangements should be made for rowing fixtures.

Judging from a report in the "N.-C. Daily News," it is certain that Shanghai originally arranged to come on the earlier date. In fact they had provisionally chosen their team, which was to be as follows:—

Frank W. White (Capt.), R. W. McCabe, D. E. Drummond, E. Thacher, T. W. R. Wilson, R. W. Wolls, E. Berthet, C. Doyle, and E. J. Brown.

At the conclusion of the report the "N. C. Daily News" said: "The team, which will be in good hands with Mr. F. W. White as Captain, will sail from Shanghai about the 15th instant."

Speaking to a prominent member of the V. R. C. a "Telegraph" representative learnt that there were many objections to the postponement. It was pointed out that the swimming season is drawing to a close, and that at the latter end of October, it would most certainly be too cold for swimming. Besides it would mean that instead of one, two fixtures would have to be held. The V. R. C. sports could not be postponed, and if an interport fixture were held in October, it would mean calling twice on the supporters of the club. Our informant also told us that rowing had not started yet with the V. R. C. and though they might be able to get a team together it would not be entirely from the V. R. C.

He wound up by suggesting that perhaps the Shanghai people had "cold feet," and remarked that Claxton was always a match for Drummond.

The Night Fete.

The V.R.C. are holding another night fete on Wednesday, when, among others, the following events will be decided: 100 Yards Handicap; Ladies' Nomination Race; Cock Fight; Team Race; Water Polo; High Dive, and Running Header.

The ladies' nomination race should prove decidedly humorous. The competitors will have to swim the length of the bath, get out of the water and dress themselves in pants, a coat and a straw hat. They have then to swim back to the starting point properly garbed, and an examination will take place to see that every button is properly done up. Failure in this respect will count against the competitor.

During the evening music will be discoursed by a band.

OUR LONDON LETTER.

[From An Occasional Correspondent.]

London, August 10.

London Under Martial Law.

Can you imagine London under martial law? Up till yesterday we could not, but we have had a taste of what it means since then. In the darkness of yesterday morning we awoke to the steady tramp of marching feet in an otherwise empty street. Soldiers in khaki—many hundreds of them—grim and serious looking, swung past the lighted lamps. That was about three in the morning. Later in the day we saw them again in the great railway stations, their bayonets fixed and their bandoliers heavy. Here was London in the grip of martial law! The railway strike had begun.

The Strike Virus.

Last week the dockers were out and we saw the streets almost stripped of vehicular traffic. Now railwaymen everywhere are out. You have had telegrams, of course, telling you of the serious trouble in Liverpool—of strikes in many parts of the country. What is at the bottom of it all? England is inoculated with strike virus and there must be an explanation of it all. There have been many guesses at the truth and few have come near it. It happens that for years, my work brought me immediately into contact with trade union leaders: and elsewhere, many months ago, I uttered a note of warning. The whole thing may be put in a nutshell. The national income is increasing, the price of necessaries is increasing, and wages have remained stationary for ten years. In the case of the railway men, for instance, wages rose only 3s. 4d. per week, on an average, between 1899 and 1909 (I am quoting from the Board of Trade returns) and the price of necessaries has risen some 25 per cent.

The New Weapon of Attack.

It was hoped that the return of Labour members of Parliament, paid from trade union funds, would see matters altered to suit the working man. But the Osborne Judgment helped to disturb that dream. I say helped, because the trade unions were even then realising that the Labour Party in the House of Commons is no party at all. It is merely an appendage to the Liberal Party. Disappointed there, the trade unions have gradually come round to the belief that industrial grievances are not to be remedied or removed by Parliamentary machinery. This change of view has been a gradual one, and, side by side with it, has grown up a change of purpose which has long been plain to many outsiders. The trade unions have come to regard the general strike in any trade as their most effective weapon. No, not their most effective, for actually they aim (so reckless are they) at rousing every worker in every trade to strike at a given signal if need be from their point of view.

The Railway Dispute.

I am not taking sides. It is none of my business to be partial. I am merely setting down the facts of the matter. The railway dispute, however, goes deeper than the matter of mere wages. One finds that even the papers which are most bitter with the strikers who are deliberately clogging the wheels of industry (and no one can do other than protest against such an outrage) admit that the Conciliation Boards have been manipulated against the interests of the workers. For months the bitterness has been deep and growing, and the directors would not look the fact in its bare countenance. One does not blame them for fighting against an increase in wages all round. Even a very moderate increase would almost wipe their very trifling dividends out of existence. But their attitude does not make for peace.

Both Sides to Blame.

Both sides at the moment must be blamed for their attitude. The workers are guilty of something very like a moral crime in trying to force their demands by putting a stop to the supplies of food upon which the great towns depend. War of this kind upon the community is the craziest kind of madness, and the strikers are having no sympathy on any hand. Even if their case were good (and that remains to be decided) to enforce it in this reckless fashion is wholly unwarrantable. But even the wicked and immoral action of the men does not justify the directors in their attitude. Conferences are going on at the Board of Trade, but the directors refuse to enter the same room with the men's representatives. At a time when the nation is suffering needlessly, this deliberate refusal to make a move towards conciliation is quite indefensible. Whether the directors or the men are most in the right, all efforts should be made to secure a settlement. Experience has proved that when men meet round a table differences and misunderstandings have a way of being smoothed out. The stronger the directors' case the more gladly they should welcome such a conference. As it is, neither side appears to consider the public needs, and neither side is in great favour with the public.

Rain Wanted.

Well, the dispute will be settled one way or other before you read these lines. And, whichever side wins, each will be the loser in the end. No one ever yet gained much by a strike which is a barbarous weapon for civilised creatures to employ. If only the rain would come! A week's steady rain would settle the whole business. The strike virus would disappear. The British workman is a tremendously fine fellow, but, whatever his grievances, he has no stomach for an industrial war in bad weather. A week of wet weather would send him scurrying back to his work again. In this connection I may quote from the "Lancet," which says, "It is an interesting coincidence that labour troubles of no mean magnitude have broken out during an unwonted spell of sunshine. We are not regarding the strikes as caused by the heat, as many of the reasons for the prevailing unrest have been obvious for many months. But it is not at all improbable that the heat has played its part in the form which the manifestations have taken."

Is it Sun Poison?

"Let us remember," it goes on, "that the failure of the white races to colonise certain tropical tracts have been attributed to the excess of light which there prevails and not to the heat or humidity. The white man in the tropics gradually becomes disinclined to work under the influence of the actinic agencies of the sun. He goes neurasthenic and finally breaks down. The widely-spread discontent of the labouring parties reached an acute stage during a period of excessive and intense light which promises to break all existing records. Have the forces of the potent sun consequent upon the long period of chemically active sunshine altered the energies of the body and the mind of the worker as in the case of the would-be coloniser in the unsuitable tropics? In an admittedly bad state of affairs has an over-dose of sun proved a poison?" Yes—the poison of laziness. The "Lancet's" theory is very pretty and ingenious, but laziness gets there quite as nearly. When the dockers gained their demands last week many of them would not go back because they expected the strike to last longer. They had cooked for a longer holiday and they shirked work in those dog days. The docker is the last man to become neurasthenic, but he is the first to follow shrieking leaders who cry "strike" when the weather is gloriously fine. A man who could invent a rain-forcing apparatus at the moment would be a public benefactor.

LONDONER.

KOWLOON-CANTON RAILWAY.

Opening of Chinese Section.

Arrangements are now being made for the opening of the Chinese section of the Kowloon-Canton Railway which is now practically complete. The opening proper of the whole line to through traffic will be on October 1st, though we are informed that on Friday, September 15, it is intended to run a train over the entire Chinese section from Canton to the frontier. Preparations are well in hand for the compilation of the time table for through trains.

DEALING WITH RIOTERS.

Ringleaders to Suffer Full Penalty.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Sept. 8th.

H.E. the Canton Viceroy has been considering the common occurrence of riots in opposition to the taxes introduced by the government, the acts of rioters in firing the different Yamens, and the continual offering of resistance to the government, and he has come to the conclusion that it is quite time to deal severely with these people.

With a view to deterring others, H.E. has sent orders to the civil and military authorities at Shek-lung, which was recently the scene of a riot in opposition to the tax on temple keepers, to make every effort to secure the ringleaders, and to see that the full penalty of the law is meted out to them.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Kulangsu Council, held at the Board Room, on August 22, 1911.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. R. M'D. Parr, Revd. G. M. Wales, W. Wilson, and the Secretary.

1. The minutes of the last meeting are read and confirmed.

2. Correspondence is read between H. I. G. M. Consul and the Council concerning the custody of a German subject in the Municipal Gaol, which the Council regret they are only able to undertake as a temporary measure.

3. Correspondence is read with the Amoy Tinning Co. concerning their application to reclaim certain ground and construct a bund at Lai-choo-oh.

4. Messrs. Fenwick, Wales and Wilson, having been appointed members of the Assessment Committee, report having assessed thirteen properties.

5. Correspondence with (1) Mr. E. Bauer and Mr. Lim Chin Hoon concerning the dumping of garbage on the public roads, and (2) with Mr. Lim Noe Kar concerning a watchman's hut placed on the public road opposite his house, also (3) with Mr. Lim Hock Siu concerning the obstruction to the road at Ho-keo, is read.

6. The Captain-Superintendent reports that the following cases have been dealt with at the Mixed Court since the last meeting:—

Summonses.

Assault, 1; Breach of Marriage Agreement, 1; Throwing Rubbish &c., into the Public Drains, 9; Non-payment of Municipal Taxes, 5; Breach of Municipal Bye-laws, 1; Contempt of Court, 2; Debt, 2.

Summary Arrests.

Housebreaking, 2; Theft, 3; Kidnapping, 5.

(Signed) W. H. Wallace,
Chairman.

DON'T FORGET.

Monday, September 11.
Mothers' Union meeting, St. Paul's College.
Tuesday, September 12.
Sanitary Board meeting.
Wednesday, September 13.
V. R. C. Fete.
Union Church—Seatholders' meeting.
Saturday, September 16.
Entertainment, Mount Austin.
Sunday, September 17.
Harvest Thanksgiving Service, St. John's Cathedral.
Auction of Crown Land.
Thursday, September 21.
V. R. C. Sports.
Friday, September 22.
V. R. C. Sports.

To-day's Advertisement

SERVANTS!!
SERVANTS!!!
SERVANTS!!!!

DOMESTIC Servants. Servants of all descriptions suitable for all kinds of work, coolies for Rubber, Coffee, and Tea plantations, and for contractors. For further particulars please apply to The H.K. Servants' Registration and Labour Agency, 27 Connaught Road Central. A. I. Code. T. K. FAME & Co. Tel. Ad. "Fame." Managers. Hongkong, 11th Sept., 1911. [1370

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it FRESH?

For sale by

THE DAIRY FARM Co., Ld.

One penny a pint!

To-day's Advertisements

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "GREGORY APCAR," Captain S. H. Belson, will be despatched for the above ports on FRIDAY, the 15th instant, at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip $120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th Sept., 1911. [1368

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship "JAPAN," Captain A. Stewart, will be despatched for the above ports on FRIDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LD. Agents.

Hongkong, 11th Sept., 1911. [1369

NOTICE.

WE, BUTTERFIELD & SWIRE of Hongkong, hereby give notice that in consequence of instructions received from the Joint Owners JAMES HENRY SCOTT and JOHN SWIRE we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Steam Launch "TAIKOO" of Hongkong Official number 120978 of gross tonnage 20 tons, Register tonnage 10.96 tons, heretofore owned by James Henry Scott and John Swire for permission to change her name to "LAOU TAIKOO" and to have her registered in the new name at the Port of Hongkong as owned by James Henry Scott and John Swire.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 11th day of September, 1911. [1372

POPULAR "ASAHI" BEER

Note our Price $12.00 per case containing 4 dozen quarts or 6 dozen pints. [48

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.
9, Queen's Road. [863

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th Aug., 1910. [24

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 18th inst., will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.

Hongkong, 11th Sept., 1911. [1371

QUO VADIS AND TURKISH LEAF CIGARETTES

We have one lot of these Cigarettes, which we are clearing from our Stock A Special Discount for a Quantity purchased.

H. PRICE & CO. LTD.

Wine Merchants,
12, Queen's Road,
HONGKONG.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec.
"EMPRESS OF JAPAN"..Satur., Sept. 23.	"EMPRESS OF IRELAND"..Fri., Oct. 20.
"MONTEAGLE".....Satur., Oct. 14.	
"EMPRESS OF INDIA"...Satur., Nov. 4.	"EMPRESS OF BRITAIN"...Fri., Dec. 1.

Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ...£43 Via New York ...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to— D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI v. SWATOW & NINGPO	KWONGSANG*..Tuesday,	12th Sept., Noon.
SINGAPORE, SAMARANG & SOURABAYA	YATSHING*...Wednesday	13th Sept., Noon.
SHANGHAI	CHOYSANG*.....Friday,	15th Sept., Noon.
MANILA	YUENSANG*...Saturday,	16th Sept., 2 P.M.
SANDAKAN	MAUSANG†.....Monday,	18th Sept., Noon.
MANILA	LOONGSANG*...Saturday,	23rd Sept., 2 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG†.....Tuesday,	26th Sept., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpora Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers.

Hongkong, 11th September, 1911. [8

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"SUVERIC"	F. Cowley	11,000	September 5th.
"KUMERIC"	G. McGill	11,000	October 3rd.
"LUCERIC"			October 25th.
"HERCULES"			November 10th

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 26th August, 1911. [805

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIC".....3,000 tons.....To be despatched end Dec.
S.S. "KATANGA".....5,600 " .....To follow and regularly thereafter.

For rates of Freight or Passage, apply to

THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 28th August, 1911. [1311

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	TANGO MARU, Capt. K. Kawara, Tons 8,000 / KAMO MARU, Capt. F. L. Sommer, Tons 9,000 / AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 13th Sept., D'light. / WEDNESDAY, 27th Sept., at Daylight / WEDNESDAY, 11th Oct., at D'light.
VICTORIA, B.C., & SEATTLE ...	§ SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 7th Oct., from KOBE
VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	§ INABA MARU, Capt. S. Tominaga, Tons 7,000 / § TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 12th Sept., at 4 P.M. / TUESDAY, 10th Oct., at Noon.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi. Tons 6,000 / KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon. / FRIDAY, 27th Oct., at Noon.
NAGASAKI, KOBE & YOKOHAMA...	KUMANO MARU, Capt. M. Winckler, T. 6,000	FRIDAY, 29th Sept., at Noon.
KOBE & YOKOHAMA.....	MISHIMA MARU, Capt. A. E. Mees, T. 9,000	THURSDAY, 14th Sept., 11 A.M.
SHANGHAI, MOJI & KOBE.	‡ BINGO MARU, Capt. K. Soyeda. Tons 7,000	WEDNESDAY, 13th September.
BOMBAY via SINGAPORE & COLOMBO...	‡ CEYLON MARU, Capt. Tozawa, Tons 7000	TUESDAY, 19th September.

§ Fitted with new system of wireless telegraphy.
Omitting Keelung & Shimizu. * Carries deck passengers. ‡ Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong:

"JINSEN MARU".....Tons 3,782.....On September 26th.

CHEAPEST SUMMER RATES
between
HONGKONG AND JAPAN PORTS.
Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$120	$110	$100	$90
2nd "	$ 80	$ 70	$ 60	$50

With option of rail between steamers calling ports in Japan.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager. [5

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR.	STEAMERS.	TO SAIL.
HOIHOW & HAIPHONG	"SINGAN"	12th Sept., D'light.
MANILA, ILOILO & CEBU...	"KAIFONG"	12th " 4 P.M.
CHEFOO & NEWCHWANG...	"NANCHANG"	13th " 4 P.M.
SHANGHAI	"CHINHUA"	14th " 4 P.M.
SHANGHAI	"ANHUI"	16th " M'night
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	19th " 4 P.M.
MANILA, CEBU & ILOILO ...	"TAMING"	19th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

☞ AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

☞ MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

☞ SHANGHAI LINE.—FAST SCHEDULE, TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhippment at Woosung.

Reduced Fares:—Single $45. Return $75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 86.
Hongkong, 11th September, 1911. [9

Shipping—Steamers

HAMBURG-AMERIKA LINIE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
TO
Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre & Hamburg:
" Senegambia.....29th Sept.	S.S. "Alesia" .....11th Sept.
" Bayern..... 6th Oct.	For Havre, Rotterdam & Hamburg:
" Arcadia ..... 18th Oct.	S.S. "Preussen" .....19th Sept.
" Slavonia ..... 3rd Nov.	For Havre, Bremen & Hamburg:
" Scandia .....16th Nov.	S.S. "Rheinfels" .....29th Sept.
" Spezia ..... 2nd Dec.	For Rotterdam & Hamburg:
	S.S. "Furst Bulow" ... 7th Oct.
	For Havre & Hamburg:
	S.S. "Suevia" .....18th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 9th September, 1911. [956

HONGKONG—PHILIPPINES.
PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO...	4000	M. C. Smith.	MANILA, CEBU & ILOILO	WEDNESDAY, 20th Sept., 4 P.M.
RUBI	4000	S. Crosby ...	MANILA, CEBU & ILOILO	SATURDAY, 30th Sept., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO, GENERAL MANAGERS.

Hongkong, 11th September, 1911. [14

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vœux Road.

Telephone 118.
Hongkong, 12th June, 1911. [1036

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

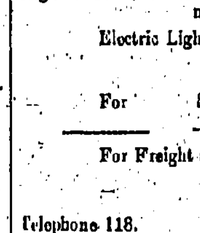
MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EASTERN	25th Aug.	Saturday, Sept. 16.
ALDENHAM	8th Sept.	" Sept. 30.
EMPIRE	22nd Sept.	" Oct. 14.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [967



TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.
(Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Greene	Sept. 15th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Oct. 6th, Noon.
‡ S.S. "Tenyo Maru"	21,000	E. Bent	Oct. 13th, Noon.
‡ S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 3rd, Noon.

‡ These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post officer.

The Triple Screw steamers Chiyo Maru, will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on FRIDAY, the 15th Sept., at Noon.

SOUTH AMERICAN LINE.
(In connection with the National Railway of Mexico at Manzanillo.)
Only Regular Direct Service to Mexican, Chilian and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing.
Buyo Maru	10,500	Saturday, Oct. 14, Noon.

The Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via JAPAN PORTS and HONOLULU, on SATURDAY, 14th October, at Noon.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Agent, KING'S BUILDING (Opposite Blake Pier). [966

COMMERCIAL.

Shanghai Share Market.

Messrs. J. P. Bisset report for the week ended September 2:—

During the week under review the market has remained firm. Langkats have again recovered and remain strong at present prices. Cottons are in demand and a fair amount of business has taken place at current rates.

Banks.—H. & S. Banks are wanted at $935.

Insurance.—North Chinas have declined to Tls. 160 sellers; Yangtszes have advanced to $217.1-2 buyers; Unions remain stationary at $825.

Shipping.—Indo-Chinas have advanced to Tls. 49. Other stocks are unchanged.

Docks & Wharves.—Docks have improved from Tls. 55 to Tls. 57 buyers, and remain steady at this price. S. & H. Wharf, sellers at Tls. 90.

Mining.—Quotations are unchanged.

Lands.—Shanghai Lands have improved and are wanted Tls. 94. Anglo-French are wanted at Tls. 93.

Plantations.—Most of these stocks remain unaltered.

Cottons.—All stocks under this heading have risen steadily. Ewos are wanted at Tls. 93 and transactions have taken place in Preference shares at Tls. 100. Soy Chees have buyers at Tls. 23; Internationals at Tls. 42.1-2; Kung Yike at Tls. 11.1-2; Laou Kung Mows at Tls. 61 and Shanghai Cottons at Tls. 55.1-2.

Industrials.—Langkats have strengthened, and there are now buyers at Tls. 91. Waterworks. Transactions have taken place at Tls. 383.

Stores and Hotels.—Hall and Holtz: sellers at $18 and Weeks are in demand at $25.

Debentures are practically all in demand and prices remain very firm.

Rubber Quotations.—London quoted Para Rubber, fine hard cure, spot or near, on August 24, 4/10 buyers; 25 4/10-1.2 sellers; 26, 4/10-1.2 value; 28, 4/11 sellers; 29, 4/10-1.2 sellers.

Sterling Quotations.—The T.T. Rate on London to-day is 2/4-1.2.

Following is the business recorded:—

August 25.—Langkats Tls. 88.1-2 cash. Shanghai Docks Tls. 55 Sept. Shanghai Cottons Tls. 55 cash. Ewo Cottons Tls. 89 cash. Ziangbes Tls. 5.1-4 cash Shanghai Lands Tls. 92.1-2 cash.

August 26.—Sumatras Tls. 112 cash. Amherst Tls. 3.60 cash. Anglo-Dutch Tl. 1 cash. Anglo-Javas Tls. 6.30 cash. Lane, Crawford & Co. $110 cash.

August 28.—Langkats Tls. 91 cash. Ewo Cottons Tls. 90 cash. Laou Kung Mows Tls. 60 cash. Shanghai Cottons Tls. 55 cash. Anglo-Dutch Tl. 1 cash. Pengkalans Tls. 16 cash. Padangs Tls. 7 cash.

August 29.—Pengkalans Tls. 16 cash. Anglo-Dutch Tl. 1 cash. Java-Consolidateds Tls. 4.3-4 cash. Anglo-Javas Tls. 6.30 cash. Senawangs Tls. 25 cash. Padangs Tls. 7 cash. Shanghai Waterworks Tls. 383 cash. Lane, Crawfords $110 cash.

August 30.—Langkats Tls. 91 cash. Ewo Cottons Tls. 92.1-2 cash. Padangs Tls. 7 cash. Gula-Kalumpongs Tls. 11.90 cash. Java-Consolidateds Tls. 4.3-4 cash. Kumuntings Tls. 7 cash.

August 31.—H. & S. Banks $935 cash. French Municipal 6 per cent. debentures Tls. 104. 1-2. Anglo-Dutch Tl. 1 cash. Gula-Kalumpongs Tls. 11.00 cash. China Flours Tls. 21 cash.

Yokohama Specie Bank.

The manager of the Yokohama Specie Bank, Ltd., informs us that he is in receipt of a telegram from the Head Office to the effect that at the half-yearly meeting of shareholders held at the Head Office of the bank at Yokohama on the 9th inst. it was resolved to pay a dividend of 12 per cent. per annum for the last half year ending June 30, 1911, to add to the reserve fund Yen 300,000.00, and to carry forward the sum of Yen 1,195,000.00 to the next account.

LOG BOOK.

Modern engineering science as applied to salvage machinery has made such strides that it is now possible to undertake successfully tasks which a few years ago would have been regarded as hopeless. The Great Western Company's Channel steamer Roebuck is a case in point. On August 19, she ran on Kaines rocks at high speed and nearly ripped the bottom out of her. She looked such a bad case that underwriters paid 65 guineas per cent. on her. Yet, thanks to the prompt application of pumps of enormous capacity, she was successfully towed off and beached. Underwriters are now quoting 15 guineas per cent. against the risk of constructive total loss. Other successful salvage feats recently completed were the floating of the s.s. Russia, the s.s. Bengloe and the s.s. Spokane. The Russia had been ashore for months near Libau, and 55 guineas had been paid on her; 35-40 guineas is now quoted against constructive total loss. The ss. Bengloe was ashore near Perim, and 75 guineas was paid on her. The s.s. Spokane had been beached at Seymour Narrows, with 30 guineas paying on her.

MASCOTS.

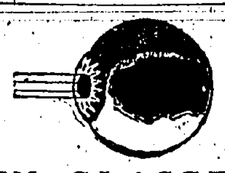
Is there anyone who in his heart does not cherish a sneaking belief in mascots? To judge from the accounts one reads, there must be very few celebrities who are free from this superstitious cherishing of inconsiderable trifles which, in their illogical fancy, bring or convey to them their good luck—in fact, as Mr. Micawber would have said, mascots. To-day we read that Madame Patti "places great belief in an old doll called Henrietto." We have never been victims to this superstition. It is true that we once purchased a Billiken, but that was entirely because we liked his personal appearance, not because we had the least belief that he would make the rugged path of our life any smoother. As for the unpleasant, and frequently gruesome, mascots affected by certain of our fellow-humans, we absolutely decline to have anything to do with them. If we are going to get out first ball at cricket, let us get out, do not let us owe a sparkling century to a stuffed toad worn next to our skin, or Charles Peace's tie-pin suspended down our neck by a strand of the fatal rope. The one superstition that does rather appeal to us is the one quoted as having been held by the late Baroness Burdett-Coutts. She thought it unlucky to part with a certain guinea. We go further. We hold it unlucky to part with any one of the few meagre pounds slipped to us at the end of the week by the treasurer of this journal. Once we paid a cabman two pounds ten shillings in the dark, and we regretted it almost immediately.—"The Globe."

BIJOU SCENIC THEATRE,
"FLOWER STREET."
Cinematograph Vaudeville.
9.15 P.M. { EVERY EVENING } 9.15 P.M.
Miss Vera Ferrace.
MISS VERA FERRACE our popular Artiste and The Latest Brilliant Moving Pictures.
7.15 P.M. { PICTURES ONLY } 7.15 P.M.
ELECTRIC FANS THROUGHOUT THEATRE.
Lessee & Manager:
R. H. STEPHENSON.
Hongkong, 7th Sept., 1911. [1404

Intimations

AERTEX CELLULAR.
COOLEST & MOST COMFORTABLE UNDERWARE—for THE SUMMER HIGH GRADE.
J. T. SHAW,
TAILOR AND OUTFITTER,
Hongkong Hotel Buildings,
Queen's Rd. Central. [1268

PEAK TRAMWAYS CO. LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. ,, 10 min.
10.00 a.m. to 11.00 a.m. ,, 15 min.
11.30 a.m. to 12.45 p.m. ,, 15 min.
12.45 p.m. to 1.15 p.m. ,, 10 min.
1.15 p.m. to 1.45 p.m. ,, 15 min.
1.45 p.m. to 2.15 p.m. ,, 10 min.
2.15 p.m. to 5.00 p.m. ,, 15 min.
5.00 p.m. to 8.10 p.m. ,, 10 min.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.
SUNDAYS.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. ,, 10 min.
11.45 a.m. to 12.00 noon ,, 15 min.
12.00 noon to 1.00 p.m. ,, 10 min.
1.00 p.m. to 5.00 p.m. ,, 15 min.
5.00 p.m. to 6.00 p.m. ,, 10 min
6.00 p.m. to 7.00 p.m. ,, 15 min.
7.00 p.m. to 8.10 p.m. ,, 10 min
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.
SPECIAL CARS:
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 16th June, 1911


SUN GLASSES.
Any tint made to any prescription.
No charge for testing sight.
Repairs of all description made by competent workmen.
N. LAZARUS,
Ophthalmic Optician,
1A, D'Aguilar Street,
Hongkong.
Hongkong, 24th July, 1911. [929

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP...$1,250,000.)
Loans on Mortgage of House Property &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System. (Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 10th March, 1909 f 41

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, VIA USUAL PORTS OF CALL	DELTA ..... Capt. E. P. Martin, R.N.R.	Noon, 15th Sept.	See Special Advertisement
LONDON & ANTWERP v. STORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SARDINA ..... Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI	ASSAYE ..... Capt. G. W. Cockburn, R.N.R.	About 14th Sept.	Freight and Passage.
	DELHI ..... Capt. H. S. Bradshaw, R.N.R.	About 28th Sept.	Freight and Passage.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s office,
Hongkong, 6th September, 1911. [4

NORDDEUTSCHER LLOYD.
BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS.	TO SAIL ON
NAPLES, GENOA ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BOLOW" Capt. H. Formes 16,900	WEDNESDAY, 20th September, at Noon.
SHANGHAI, TSINGTUA, KOBE, and YOKOHAMA	"DERFFLINGER" ... 17,000 Capt. G. Meiners.....	About WEDNESDAY, the 20th Sept.
MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY, & MELBOURNE	"PRINZ SIGISMUND" 6,000 Capt. F. Ernening	SATURDAY, 7th October at Daylight.
KOBE & YOKOHAMA	"PRINZ SIGISMUND" 6000 Capt. F. Ernening	About TUESDAY, 19th Sept.
KUDAT & SANDAKAN	"BORNEO" ..... 5,050 Capt. P. Sembill	Middle of September

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.
For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.
Hongkong, 11th September, 1911. [7

A. P. JEANNOU, 15, Queen's Road Central
Just arrived a Large Stock from Italy,
MACARONI, VERMICELLI and SPAGHETTI,
in Packets of 1 lb. and in Boxes of 45 lbs. [1220

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents, Bankers, &c.
Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.
TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
992] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG
Telegraphic Address—"TAIKOODOCK"
Modern Appliances for quick construction and repair of Ships Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.
50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.
DRAVING DOCK
787ft. by 88ft. by 34ft. 6 in.
Pumps empty Dock in 2 3-4 hours.
THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results
100-TON ELECTRIC CRANE on QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.
Hongkong-South China Coast Ports.
Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haiyang ...	Capt. J. W. Evans ...	FRIDAY, 15th Sept., at 1 P.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haiangy ...	Capt. J. W. Evans ...	TUESDAY, 12th Sept., at 1 P.M.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
937] General Managers.

JAVA-CHINA-JAPAN LIJN.
Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjipanas	JAVA	1st half Sept.	SHANGHAI	1st half Sept.
Tjitaroem	JAVA	1st half Sept.	JAPAN	1st half Sept.
Tjikini	JAPAN	1st half Sept.	JAVA	2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjimanock	JAVA	2nd half Sept.	JAPAN	2nd half Sept.
Tjibodas	JAVA	2nd half Sept.	SHANGHAI	2nd half Sept.
Tjimahi	JAVA	2nd half Sept.	JAVA	2nd half Sept.
Tjiliwong	JAVA	1st half Oct.	SHANGHAI	1st half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Buildings [974

To Sail

The Peninsular & Oriental Steam Navigation Company.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship
"DELTA,"
Captain E. P. Martin, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 16th September, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Mooltan," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 28th October, 1911.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th September, 1911. [7

THE CHINESE ENGINEERING AND MINING CO., LTD.
CANTON-HONGKONG-TIENTSIN LINE.
THE Chartered Steamship
"ONSANG"
Taking Cargo on through Bills of Lading to Tientsin, via Taku, or Chinwangtao & Rail, will be despatched for Chinwangtao on or about 14th September.
The Company's Steamship
"KWANGPING"
will be despatched for Tientsin Bund, with liberty to call at intermediate ports, about 17th September.
For Freight and Passage, apply to
CHINESE ENGINEERING AND MINING Co., Ld.,
16, Alexandra Buildings,
or
CHANG FAT YUEN,
302, Des Voeux Road Central.
Hongkong, 21st August, 1911. [1239

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON & NEW YORK (With liberty to call at the Malabar Coast).
THE Steamship
"ROSERIC"
will be despatched for the above ports on FRIDAY, the 15th September.
For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.
Hongkong, 21st Aug., 1911. [1239

To Sail

FOR SHANGHAI.
THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
is expected leave for the above place, 7 A.M., THURSDAY, the 14th Sept., 1911.
For Freight or Passage apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th Sept., 1911. [4

Consignee

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"GNEISENAU,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th of September, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of September, at 9.30 a.m.
All claims must reach us before the 18th of September, 1911, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
This steamer brings Cargo:—
Ex s.s. "Swakopmund" from Africa via Aden:
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
General Agents.
Hongkong, 7th Sept., 1911. [7

DRAGON CYCLE DEPOT,
ELECTRICIANS.
Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.
REPAIRS TO
Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery
'PHONE 482.
No. 63, Des Vœux Road Central.
Managing Proprietor:
41] C. LAURITSEN.

E. C. Wilks, M.I.Mech.E., A.M.N.A.
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase or sale, of Steamships or Launches.
ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1100

Consignees.

FROM EUROPE.
THE H.A.L. Steamship
"SUEVIA,"
Captain Rassau, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given to-day.
All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 11th inst., at 9.30 a.m.
No Fire Insurance will be effected by us in any case whatever.
This steamer brings on cargo:—
Ex s.s. "Michel" from Bordeaux,
" "Germania" from Gotebory.
" "Ekbatana" from Havre.
" "Jelo" Drammen.
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
Hongkong, 5th Sept., 1911. [956

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.
S.S. "CHIYO MARU."
FROM SAN FRANCISCO, HONOLULU & JAPAN PORTS.
The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.
Cargo remaining undelivered on FRIDAY, the 8th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.
No Fire Insurance whatever will be effected.
No Claims will be recognised after the Goods have left the Steamer or godown, and all Goods remaining undelivered on MONDAY, afternoon, 11th inst., will be subject to rent and landing charges.
All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.
All claims must be filed on or before FRIDAY, 9th inst., otherwise they will not be recognised.
K. MATSDA,
Agent.
Hongkong, 5th Sept., 1911. [868

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE Steamship
"SAINT PATRICK."
FROM NEW YORK.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.
All claims against the steamer must be presented to the Undersigned on or before the 7th prox. or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 7th Sept., 1911. [1864

TSANG KWONG COMPANY.
ELECTRICAL AND GAS CONTRACTORS.
230, Des Vœux Road Central.
Telephone No. 699.
Hongkong, 2nd Jan., 1911. [24

JOHN THOMAS COTTON,
VETERINARIAN & FARRIER (Qualified).
Business Address—
AH TOO STABLES,
No. 7, Russell Street,
Hongkong.
Telephone No. 272.
Hongkong, 27th July, 1911. [1059

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

A Mail will close for :—

Haiphong and Pakhoi—Per Johanne, 12th Sept., 8 A.M.

Moji and Kobe—Per Aldenham, 12th Sept., 9 A.M.

Haiphong and Bangkok—Per Halvard, 12th Sept., 10 A.M.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjikini, 12th Sept., 10 A.M.

Ningpo and Shanghai—Per Kwongsang, 12th Sept., 10 A.M.

French Mail.

EUROPE, &c., INDIA VIA TUTICORIN—(Late letters 11.00 a.m. to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail)—Per Polynesien, 12th Sept., 11 A.M.

Swatow—Per Haiyang, 12th Sept., NOON.

Macao—Per Sui Tai, 12th Sept., 1.15 P.M.

Manila, Cebu and Iloilo—Per Kaifong, 12th Sept., 3 P.M.

Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimitzu, Yokohama, Victoria and Seattle—Per Inaba-maru, 12th Sept., 3 P.M.

Singapore, Penang and Colombo—Per Tango-maru, 12th Sept., 5 P.M.

Fort Bayard and Haiphong—Per Sikiang, 13th Sept., 8 A.M.

Singapore, Samarang and Sourabaya—Per Yatshing, 13th Sept., 11 A.M.

Macao—Per Sui Tai, 13th Sept., 1.15 P.M.

Chefoo and Newchwang—Per Nanchang, 13th Sept., 3 P.M.

Moji, Manzanillo, Guaymas and Mexico—Per Largo Law, 13th Sept., 5 P.M.

English Mail.

SHANGHAI, via Siberia to Europe—Per Assaye, 13th Sept., 5 P.M.

Macao—Per Sui Tai, 14th Sept., 1.15 P.M.

Shanghai—Per Chinhua, 14th Sept., 3 P.M.

Shanghai—Per Choysang, 15th Sept., 10 A.M.

Shanghai, Kobe and Moji—Per G. Apear, 15th Sept., 10 A.M.

American Mail.

Keelung, Nagasaki, Kobe, Yokkaichi, Yokohama, Honolulu, and San Francisco—Per Chiyo-maru, 15th Sept., 11 A.M.

Swatow, Amoy and Foochow—Per Haiyang, 15th Sept., NOON.

Macao—Per Sui Tai, 15th Sept., 1.15 P.M.

Singapore, Penang, and Calcutta—Per Japan, 15th Sept., 2 P.M.

Keelung, Shanghai, Moji, Kobe and Yokohama—Per Mexico-maru, 16th Sept., 10 A.M.

English Mail.

EUROPE, &c., INDIA VIA TUTICORIN—(Late Letters 11 a.m. to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 15th Sept., at 5 p.m.—Per Delta, 15th Sept., 11 A.M.

Manila (taking Mails for Cebu and Iloilo)—Per Yuensang, 16th Sept., 1 P.M.

Kobe—Per Tjitaroem, 16th Sept., 4 P.M.

Siberian Mail.

SHANGHAI, via Siberia to Europe—Per Anhui, 16th Sept., 6 P.M.

Sandakan—Per Maesang, 18th Sept., 11 A.M.

Batavia, Cheribon, Samarang Sourabaya and Macassar—Per Tjilatjap, 19th Sept., 11 A.M.

Australian Mail.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Eastern, 19th Sept., 11 A.M.

Manila, Cebu and Iloilo—Per Taming, 19th Sept., 3 P.M.

Wei-hai-wei, Chefoo and Tientsin—Per Hakata-maru, 19th Sept., 5 P.M.

SHIPPING NEWS.

MAILS DUE.

English (Assaye) 13th inst.
German (Prinz Sigismund) 19th inst.
German (Derflinger). 20th inst.,
American (Mongolia) 22nd inst.

The s.s. Kutsang left Calcutta for the Straits and this port on the 7th inst., and is due here on the 23rd inst.

The H. A. L. s.s. Alesia left Shanghai on the 9th inst., at a.m., and may be expected here to-morrow at p.m.

The C. P. R. Co.'s R.M.S. Empress of India arrived at Kobe on the 8th inst., at 8 p.m., and left again on the 9th inst., at noon, for Yokohama, where she is due to arrive on the 10th inst., at 3 p.m.

The Imperial German Mail s.s. Derflinger, carrying the German Mails with dates from Berlin of the 23rd ult., left Colombo yesterday at a.m., and may be expected here on the 20th inst.

ARRIVALS.

On Sang, Br. s.s., 1,737, A. G. Smith, 9th Sept.—Ching-wan-tao 2nd Sept., Coal.—C. E. M. & Co.

Choshun Maru, Jap. s.s., 1,100, S. Sakurai, 10th Sept.—Amoy 10th Sept., Ballast.—O. S. K.

Chiyuen, Chi. s.s., 1,828, W. Jameson, 11th Sept.—Shanghai 7th Sept., Gen.—C. M. S. N. Co.

Chinhua, Br. s.s., 1,342, Benson, 10th Sept.—Shanghai 7th Sept., Gen.—B. & S.

Gregory Apcar, Br. s.s., 2,961, S. H. Belson, 10th Sept.—Calcutta 25th Aug., and Straits 5th Sept., Gen.—D. S. & Co., Ltd.

Haiyang, Br. s.s. 1,362, J. W. Evans, 10th Sept.—Swatow 9th Sept., Gen.—D. L. & Co.

Meraji, Br. s.s., 1,480, E. Uldall, 10th Sept.—Banjoewangie 30th via Singapore 4th Sept., Sugar.—Kin Ty Loon & Co.

Signal, Ger. s.s. 907, E. Svorsen, 10th Sept.—Swatow 9th Sept., Gen.—J. & Co.

Si Kiang, Fr. s.s., 615, E. de Catalano, 10th Sept.—Haiphong 9th Sept., Gen.—M. M.

Shansi, Br. s.s., 1,228, Simons, 10th Sept.—Wakamatsu 4th Sept. Coal, Gen.—B. & S.

Kwanglee, Chi. s.s., 1,468, Pratt, 10th Sept.—Canton 9th Sept., Gen.—C. M. S. N. Co.

Kwongsang, Br. s.s., 1,428, Richard, 10th Sept.—Shanghai 8th Sept., Gen.—J., M. & Co.

Sabine Rickmers, Dutch s.s., 573, D. E. Boove, 10th Sept.—Haiphong 8th Sept., Kerosine oil.—A. P. Co.

Polynesien, Fr. s.s., 3,543, Bruno, 11th Sept.—Shanghai 8th Sept., Mail and Gen.—M. M.

Tango Maru, Jap. s.s., 4,627, K. Kawara, 11th Sept.—Shanghai 8th Sept, Gen.—N.Y. K.

Tjikini, Dut. s.s. 3,017, A. W. La Rooy, 11th Sept.—Kobe, Karatsu and Miike 5th Sept. Gen.—J. C. J. L.

Sydney, Fr. s.s., 1,793, Costa, 11th Sept.—Marseilles 13th Aug. Gen.—M. M.

Hongkong, Br. s.s., 739, Cornelinnsen, 11th Sept.—Haiphong and Pakhoi 9th Sept., Gen.—A. R. Marty.

Japan, Br. s.s., 3,806, A. Stewart, 11th Sept.—Kobe and Moji 7th Sept., Gen.—D. S. & Co.

DEPARTED.

Sept. 10.

Linani, for Shanghai.
Daigi-maru, for Swatow.
Palma, for Shanghai.
Glencsk, for Shanghai.
Glenfalloch, for Amoy.

Sept. 11.

Chinhua, for Canton.
Chiyuen, for Canton.
Mathilde, for Hoihow.
Brand, for Batavia.
Haitan, for Swatow.
Capri, for Singapore.
Hanoi, for Haiphong.
Sydney, for Shanghai.

PASSENGERS ARRIVED.

Per s.s. Polynesien, arrived 11th Sept., from Yokohama, &c.:—

Chandler	Macdougall, Mr. &
Ehrhardt, Karl	Mrs.
Gamean	Miyogashi, Kauza
Grant, R. W.	Patell
Huklion, Mr. & Mrs.	Tchwaz
Huxlion	Varel
Joskowiffio	Young
Kohlomaya, Mr. & Mrs	

Per s.s. Tango Maru, arrived 11th Sept., from Shanghai, &c.:—

Addison, Capt. & Mrs. G.	Loong, K. Ling, Mrs.
Byres, G.	Parlie, Miss R.
Bankes, Miss M.	Prevost, P.
Boo, Mr. and Mrs. Y.	Patton, Miss M. Peacock, Miss C.
Ekirk, Dr. E.	Morau, K.
Isang, Mr. & Mrs. J.	Tagawa, H. Villanneva, S.
Isang, S.	Woon, Mrs. I.
Japan, D.	Wilson, J.
Kirk, Dr. & Mrs. J.	

COMMERCIAL.

EXCHANGE.

Selling.

T.T.	1/9½
Demand	1/9 9/16
30 d/s.	1/9⅝
60 d/s.	1/9 11/16
4 m/s	1/9¾
T/T. Shanghai	75½
T/T. Singapore	76½
T/T. Japan	88
T/T. India	184
Demand India	184½
T/T. San Francisco and New York	48½
T.T. Japan	108
T/T Marks	188½
T/T. Francs	2.26

Buying.

4 m/s. L/C	1/10
4 m/s. D/P	1/10⅜
6 m/s. L/C	1/10⅛
30 d/s. Sydney & Melbourne	1/10¼
30 d/s. San Fco & New York	44⅜
4 m/s. Marks	188
4 m/s. Francs	2.30½
6 m/s. do.	2.32½
Bar Silver	24 3/16
Bank of England rate	3 %
Sovereign	$11.08

VESSELS IN PORT.

STEAMERS.

Aldenham, Br. s.s., 2,410, E. Pilcher, R.N.R., 8th Sept.—Sydney via Manila 16th Aug., Gen.—G. L. & Co.

Chiyo Maru, Jap. s.s., 13,426, W. W. Greene, 5th Sept.—San Francisco 9th and Yokohama 26th Aug. Mails and Gen.—T. K. K.

Drufar, Nor. s.s., 1,102, J. Bing, 17th Aug.—Bangkok 9th and Swatow 16th Aug., Gen.—Kin Tay Loong.

Halvard, Nor. s.s., 1,066, C. Andersen, 7th Sept.—Bangkok and Hoihow 6th Sept., Gen.—A. T. & Co.

Inaba Maru, Jap. s.s., 3,837, S. Tominaga, 4th Sept.—Shanghai 21st Sept., Gen. and Coal.—N. Y. K.

Johanne, Ger. s.s., 952, M. Ipland, 6th Sept.—Swatow 5th Sept. Gen.—J. & Co.

Kaifong, Br. s.s., 987, J. V. Sidford, 8th Sept.—Manila, Iloilo & Cebu 5th Sept., Gen.—B. & S.

Laertes, Br. s.s., 2,340, C. E. Page, 7th Sept.—Saigon 3rd Sept., Rice and Gen.—Wo Fat Sing.

Largo Law, Br. s.s., 2,541, R. E. Kellett, 5th Sept.—Guaymas 2nd Aug., Ballast.—Eng Hok Fong.

Machow, Ger. s.s., 996, R. G. Zollner, 8th Sept.—Bangkok 30th Aug., and Swatow 7th Sept., Rice and Teak.—B. & S.

Marie, Ger. s.s., 1,169, Schlaikeir, 2nd Sept.—Saigon 31st Aug., Rice.—J. & Co.

Mexico Maru, Jap. s.s., 3,760, N. Kobayashi, 9th Sept.—Shanghai 6th Sept., Gen.—O. S. K.

Michael Jebsen, Ger. s.s., 954, J. Petersen, 9th Sept.—Pakhoi and Hoihow 8th Sept., Gen.—J. & Co.

Montcalm, Br. s.s., 6,163, W. Davison, 8th Sept—Vancouver via Japan and Shanghai 5th Aug., Mail and Gen.—C. P. R. Co.

Pheumpenh, Br. s.s., 1,065, Jas. H. Scott, 31st Aug.—Saigon 27th Aug., Gen.—Wo Fat Sing.

Quarta, Dutch s.s., 1,146, T. Danielsen, 3rd Sept.—Amoy 2nd Sept., Gen.—J. C. J. L.

Singan, Br. s.s., 1,047, F. Jamieson, 8th Sept.—Haiphong and Hoihow 7th Sept., Gen.—B. & S.

Soshu Maru, Jap. s.s., 1,119, K. Sugawa, 8th Sept.—Swatow 7th Sept., Gen.—O. S. K.

Szechuen, Br. s.s., 1,142, Jones, 9th Sept.—Hongay 2nd Sept., Coal.—B. & S.

Tjitaroem, Dutch s.s., 3,666, P. Zwart, 8th Sept.—Macassar 1st Sept. Ballast.—J. C. J. L.

Yatshing, Br. s.s., 1,424, S. J. Payne, 6th Sept.—Juana (Java) 29th Aug., Sugar.—J., M. & Co.

Yochow, Br. s.s., 1,036, W. McIntosh, 8th Sept—Wakamatsu 1st Sept., Coal.—B. & S.

SAILING VESSEL

Eclipse, Br. 4-masted Barque, 2,999, White, 29th June—Canton 28th June, Ballast.—Standard Oil Co.

Arrow, Br. 4-masted barque, 2,971, C. McIvor, 24th Aug.—New York 2nd May, Petroleum.—S. Oil Co.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

J. H. TAGGART,
Hongkong, 20th April, 1911. Manager. [25

GRAND HOTEL,

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857] F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor — N. BLUMENTHAL, Manager
Telephone, 170 — Telegrams "Astor." [24

OPEN AIR SKATING RINK

AT

BELLE VIEW HOTEL,

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.
Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER,
Manager.

Hongkong, 15th August, 1911. [25

HOTEL CRAIGIEBURN.

PLUNKET'S CAP.

The Peak,
near the Tram Terminus.

Tel. 56.

For Terms, apply to the
27] MANAGER.

HOTEL LISTS.

HONGKONG HOTEL.

Anderton, Miss	Jobor, Geo.
Arnott, C. D.	Lewis, Mrs. Fay
Burgess, R. C.	F. & child
Burtt, W. H.	Maguuna, Mdm. C.
Chilvers, P. T.	Marriott, Dr. O.
Cobb. A. H.	Monro, A. A., Jr.
Dobbie, J. A.	Moulder, Mr. and
D'Ottingen, V.	Mrs. A. B.
Drew, W. C.	North, W.
Eames, E. J. W.	Otto, A.
Fisher, H. G.	Parker, Mr. and
Foo Ching, S.	Mrs. R. H.
Forrester, J.	Pond, Ernest H.
Fuller, Denman	Prichard, A. T.
Goulbourn, V.	Ray, E. H.
Gould, Mr. & Mrs. Joseph	Reay, Miss F.
Hall, Capt. T. P.	Reyes, Miss E.
Hannibal, Mr. and Mrs. W. A.	Ritter, F.
Harrison, A.	Sibley, J. C.
Hewitt, Hon. Mr. and Mrs. E. A.	Solomon, H. H.
Holmes, Mr. and Mrs. E. J. and infant	Spalding, Dr. and Mrs. A. D. and infant
Hough, Dr. S.	Spittles, J.
Howard, W. L.	Square, Miss W.
Hughes, Miss B.	Stainer, Lt. and Mrs. C. E.
Innes, Capt. R.	Waterman, E. J.
	Watkins, C. E.

GRAND HOTEL.

Aclorby, H. S.	Leo, Mrs. H.
Ada, A.	Lonfestey, F. P.
Banister-Rowe, H. C.	Lieberman
Becholzer, C.	Linton, Mrs. A. H.
Biersdorf	Macarthur, Neil
Bode, W. G.	McGrath, T.
Boyce, J.	McPherson, D. H.
Buritt, Mrs. F. L. and child	Moan, P. C.
Brownlow, E. O.	Muller, H. W.
Crew, Mr. & Mrs. A. B.	Murdock, Wm.
Dolfenro, Miss M.	Nanninga, P.
Fore, E.	Norton, Charles T.
Gransu, F.	Pratt, E. L.
Happell, H. W.	Pleknell, M.
Harding, Mr. and Mrs. P. S.	Pringle, J. W.
James, B.	Pulmer, E.
Johnston, R. A.	Riether, Karl
Justanbaste, A.	Robertson, D. M.
Kahrs, Mr. & Mrs. A. H.	Rowe, C. H. Banister
Kerr, Geo. W.	Sudekoahs, Mr.
Keyt, Dr. F.	Simpson, O. F.
Kiebs, Otto	Teasdale, R. W.
Kinghora, J. R.	Taylor, R.
Knight, Mr. & Mrs. H. W. & children	Waxcen, S.
Kuhr, A.	Weare, Mrs. A. H. & child
Kumerfield, B.	Wating, H.
	Young, A.

CRAIGIEBURN.

Denison, A.	Mackenzie, A.
Gaddie, Mr. and Mrs. F. W.	Mondyk, A. C. Ritchie, Mr. and
Gaskell, Mr. and Mrs. W. H.	Sisley, Lieut. and Mrs. G.
Grant-Smith, E.	Smith, Mr. and
Grant-Smith, Mrs.	Morton,
Hancock, Lieut. & Mrs. R. L., R.N.	Smithson, Miss
King, Mr. & Mrs. W.	

ASTOR HOUSE.

Bischoff, C. W.	Morriss, Mrs. E. de
Brown, J.	Newly, E. C.
Carlmot, Mr. & Mrs.	Ordonez, M.
Chandler, H.	Pocy, Mr.
Childs, Mrs. G.	Polut, Mr.
Cone, Mr.	Ravenet, Mr. and Mrs.
Cox, F. W.	Redfield, Mr. and Mrs.
Dawson, H. W.	Reiner, M.
Dez, Capt. E.	Robjohn, H. W.
Dickson, W.	Rondon, L.
Dordet, Comdr. A.	Schwartz, A.
Fritz, E.	Sevigne, Mrs. Mrs.
Gaze, F. D.	Smales, Mr. and Mrs. W.
Gosse, Mr.	Thornton, Geo.
Grunswohl, W.	Varela, Mr. and Mrs. F.
Harbin, J. W.	Villanneva, S.
Henderieson, W. H.	Weill, J.
Hutonan, H.	Williams, W. A.
Jenssen, Mrs. O. & children	
Lapicque, P. A.	
Laronche, Mr.	
Lugebil, V.	
Mody, N.	
Morley, A.	

CLEARANCES AT THE HARBOUR OFFICE.

Sabine Rickmer, for Foochow.
Hanoi, for Pakhoi.
Johanne, for Pakhoi.
Signal, for Canton.
Michael Jebsen, for Swatow.
Capri, for Singapore.
Chiyuen, for Canton.
Haitan, for Swatow.
Singan, for Hoihow.
Chinhua, for Canton.
Polynesien, for Saigon.
Kwong-chau-wan, for Qwong-chow-wan.

PASSENGERS DEPARTED.

Per s.s. Coblenz sailed on 9th Sept., for Manila, &c. :—

Ardney, Mr. and Mrs.	Kuth, Mr. & Mrs. Loo, Mr. and Mrs.
Barretto, T. F.	F. A. Van der
Buersdorff, W.	Mundeblium, Sister F.
Boyce, G. F.	Nowarh, R.
Blaszczyk; P. F.	Nunhaus, F.
Bochen, P. W.	Pulver, O.
Buholzer, O.	Paetsch, H.
Doigen, C. van	Rather, Karl
Grouan, F.	Rusca, V.
Grafshrend	Shone, Dr. & Mrs E. P.
Geering, G. W.	Smith, Miss E. C.
Johnson, Mrs.	Sudekahs, Sister H.
Kummerfeldt, R.	Sull, Sister A.
Krebs, O.	Stoppel, Sister D.
Kazdaylowitz, C.	
Kuhn, A.	

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SHARE REPORT.

S.—SELLERS. SA.—SALE. B.—BUYERS

STOCKS & PAID UP VALUE.		CLOSING QUOTE.	LAST DIVIDEND AND DATE.	RETURN BASED ON LAST YEAR DIVD.
BANKS.				
Hongkong & S'hai	$125	$830 sa., £85 10/-	Interim dividend of £2 per share at exchange 1/5½ —$22.82 for ½ year ending 30th June 1911	5%
National Banks	£5	$10	In Liquidation	
MARINE INSURANCES.				
Cantons	$50	$205 b.	$15 for 1909	7½%
North China	£5	T155 b.	Interim of 10/- for 1910	5%
Unions	$100	$320	Final of $20 making $50 for 1909 and Interim of $30 for 1910	6%
Yangtzes	£50	$227½ at $78	$12 for 1909 and Int. of $3 on account of 1910	7½%
FIRE INSURANCES.				
China Fires	$20	$125 b.	$7 & b's of $2 for 1909	7½%
Hongkong Fires	$50	$362 sa.	$27 for 1909	7½%
SHIPPING.				
China & Manilas	$25	$10½	$1 for 1906	
Douglas Steamships	$50	$21	5 p.c. for year end'g 30·6·08	
Steamboats	$15	$28½ s.	Dividend of $1½ for half year ending 30·6·11	8½%
Indo-Chinas (Preferred)	£5	$64 s.	3% final making 6% for 1908 6% div. for 1909 on preferred shares	
(Deferred)			1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.	4½%
"Shell" Transports	£1	76/9 £11 b.	Div. 7 p. c. for year ending 30.4.11	4½%
"Star Ferry"	$10 $5	$27 $17	Bon. 5 p. c. for year ending 30.4.11	3½%
REFINERIES.				
China Sugars	$100	$145 sa.	$10 for 1910	7%
Luzon Sugars	$100	$30	$3 for 1897	
MINING.				
Chinese Engineerings	£1	T14½	Interim of 1/- on account for year ending 28.2.11 (Coupon No.16)	9%
Headwaters	P. 10	P.10	first year	
Raubs	£1	$2.65	1s. 2d. per share on 150,000	5%
DOCKS, WHARVES, & G'DOWNS.				
Kowloon Wharfs	$50	$49½ b.	$3 for year ending 31.12.10	6%
H. K. & W'poa Docks	$50	$50 b.	$1 interim dividend for ½ year to 30th June 1911	4%
Shanghai Docks	T. 100	T.58	Tls. 2½ for 1910	5%
Hongkew Wharfs	T. 100	T.86	Final of Tls. 4 for 1910	8½%
LANDS, HOTELS & BUILDINGS.				
Anglo French Lands	T.100	T.92	Tls. 6 29·2·10	8½%
Hongkong Hotels	$50	$119 b. $72 b.	$3 on old shares, $1.50 on new shares for half year 31·12·10	4%
Hongkong Lands	$100	$100	Interim div. of $3½ for 1911	7½%
Humphreys Estates	$10	$8	45 cents for 1910	7%
Kowloon Lands	$30	$28	$2½ for 1910	8%
Shanghai Lands	T. 80	T.92	5% for half year to 30·6·11.	6%
West Points	$50	$45 b.	Interim div. of $2 for 1911	8½%
Manila M'pole Hotel	P. 0	$11	15 per cent. for 1910	15%
COTTON MILLS.				
Ewos	T. 50	T.90	T4 for year ended 31·10·10	
Hongkong Cottons	$10	$5½	T7 for year ended 20·12·10	4½%
MISCELLANEOUS.			50 cents 31.7·08	
China-Borneo	$12	$10½ s.	$1 for 1910	10%
Light and Powers	$10	$1.50 b.		
Do. (Spec. shares)	$1			
China Providents	$10	$8½	80 cents for 1910	10%
Dairy Farms	$6	$23 b.	$1.20 for year end'g 31·7·10	5½%
Green Islands	$10	$3.85 b.	Interim of 15 cents per share for 1910	4%
Hongkong Electrics	$10	$21½ b.	$1.20 per share and b's of 10 cents	6%
Hongkong Ices	$25	$165	$2 interim for half year ended 30th June 1911	6½%
Hongkong Ropes	$10	$18	$1 interim account 1911	11%
Langkats	g. 10	T.79 b.	Special bonus T.2 15·1·11 Interim div. T.1½ 15·3·11 Interim div. T.1½ 15·6·11	6½%
Morning Post	$25	$26	None	
Peak Tramway	$10	$12 s.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30·4·11	7%
Do. (new)	$1	$1 b.	None	
Philippines	$10	$5 b.	$1.50 for 1910	12%
H. Price & Co., Ld.	$10	$12 b.		
Societe des Pulperet Papierteries du Tonkin	Preferred $50 paid up $45 Benefit	$45 s. $500	First year	...
Shanghai-Sumatras	T. 20	T90	No dividend this year	...
Steam Laundry	$5	$6 b.	50 cts. for year end'g 30·5·10	8%
United Asbestos Oriental Agency, Ld.	$10	$10	15 per cent. per ordinary share for year ended 31·5·1910	6%
United Asbestos Founders Shares	$10	$300	Do.	
Union Waterboat	$10	$7	5 per cent. for year ending 31·12·1910	7%
Weismann, Ltd.	$10	$15 b.	10 per cent. for year ending 31·7·10	6½%
Watson	$10	$5½	30 cents for 1910.	5%
Williams Powell		$4		

Corrected to 3 p.m., 11th September, 1911, by E. S. KADOORIE & Co., Share & General Brokers. "The Telegraph" does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.

September 11th; a.m.

Station.	Hour.	Barometer.	Temperature	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a	29.91	—	—	—	0	—
Tokio	,,	29.97	—	—	NW	1	—
Nagasaki	,,	30.03	—	—	—	0	—
Chefoo	,,	—	—	—	—	—	—
Wihaiwei	9 a	30.06	78	61	E	3	b
Hankow	6 a	—	—	—	—	—	—
K'kiang	,,	—	—	—	—	—	—
Shanghai	9 a	29.89	79	87	SE	1	o
Gutzlaff	,,	29.89	77	95	SE	3	ov
Sharp P'k	,,	29.97	80	—	S	1	b
Amoy	6 a	29.98	78	86	SSW	2	b
Swatow	,,	29.97	77	91	WSW	1	b
Canton	9 a	29.97	83	88	S	1	o
H'gkong	10 a	29.90	82	82	E	1	o
Gap Rock	,,	29.94	—	—	ESE	2	—
Macao	,,	30.01	84	—	SE	2	o
C. St. J.	8 a	29.96	75	—	NE	1	o
Manila	10 a	29.92	77	92	—	0	o
Iloilo	9 a	29.80	81	—	NE	1	b
Cebu	,,	29.91	80	—	S	1	o
Labuan	,,	29.95	82	—	—	—	—

	September 10th at 10 a.m.	4 p.m.
Barometer	29.97	29.93
Temperature	83	81
Humidity	80	82
Rain	—	—

On the 11th at 11.30 a.—The shallow depression lying over the N.E. part of the Sea of Japan yesterday, has moved always Northeastwards, and pressure has increased over N. China and S. Japan. The barometer has fallen moderately in Shanghai, a depression having appeared over the Yangtze valley. Pressure is high over the Pacific in the neighbourhood of the Bonins, and over Manchuria. It has increased and is in excess of the normal at the stations bordering the China Sea. Light or moderate E. and N.E. winds may be expected over the N. part of the China Sea. Hongkong Rainfall for the 24 hours ending 1 at 10 a.m. to-day 0.07 inches.

1.—Hongkong and neighbourhood, E. winds, light; fine 2.—Formosa Channel, Variable winds, light; 3.—South coast of China between Hongkong and Lamocks, same as No. 1. 4.—South coast of China between Hongkong and Haipan, same as No. 1.